

STATION ROAD/WINNINGTON ROAD

CONSERVATION AREA CHARACTER APPRAISAL

April 2007 (updated 2013)



Special Character of Station Road/Winnington Road Conservation Area

The special character of Station Road/Winnington Road Conservation Area derives from the following elements:

- Development as a late 19th century railway suburb, its layout formed by the pattern of old routes and field boundaries from the earlier agricultural use of land
- Dramatic, semi-rural setting, with Marple Memorial Park to the south and the Peak Forest Canal and Brabyn's Park to the east
- Traditional craftsmanship embodied in original building materials and architectural features
- Strong visual interest and distinctive edge to the built environment provided by the canal and its locks and bridges
- Strong linear form with buildings located on a consistent building line along Station Road
- Properties set back at a regular distance from the road and from each other, and have road frontage with well proportioned gardens to the front, side and rear of the houses
- Small but distinctive sub-areas existing within the conservation area
- Green space provided by generous garden settings, the frontage of Memorial Park, and along the canal towpath
- Key views both in and out of the conservation area
- Leafy character derived from tree lined streets and roads and private gardens
- Harmonious relationship of scale, height and massing in the streetscene

A definition of the special interest of the conservation area is set out in section 3 of the character appraisal.

Samuel Oldknow 1756 – 1828

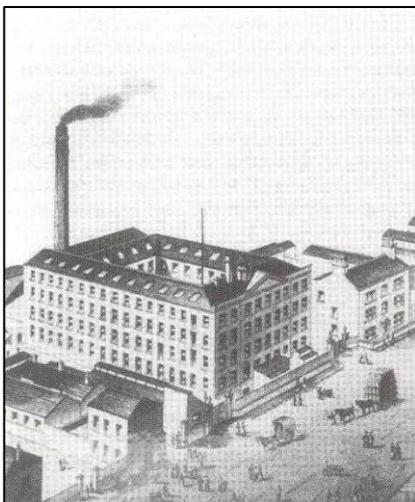
Pioneer Industrialist, Agriculturalist, Road and Canal Builder



Source: Oldham 'Samuel Oldknow' 1990

This conservation area is one of several across the borough that are associated with Samuel Oldknow, and where his activities have shaped the character or appearance of the present locality. These are the Hillgate, Heaton Mersey, Peak Forest Canal, All Saints', Marple, Station Road/Winnington Road and Marple Bridge Conservation Areas.

Samuel Oldknow's influence on the development of the wider Stockport area during the turn of the 18th and 19th Centuries was immense. Always keen to become involved in every new possibility for the development of his businesses and the wider community, Oldknow was perpetually in debt to his friend and sometime partner, the great Richard Arkwright. No development in scientific thinking or technology as applied to textile manufacturing, agriculture or transport escaped his attention. With his brother Thomas, he opened one of the earliest bleachworks in Stockport on a rural site at Heaton Mersey in 1785, whilst simultaneously engaged in building warehouses for muslin and calico at Higher Hillgate, the main road into Stockport. Initially weaving and spinning in Stockport was carried out by outworkers, then in rented premises in the Carrs, and by 1786 Oldknow had become the foremost manufacturer of fine muslins in the country. In 1791 he opened his great mill on the Hillgate site, next to the house he had bought in 1784 and which still stands. The mill was innovative in design, being of massive scale and arranged around a central courtyard. By this time ninety percent of his production was devoted to the fashionable muslins, but fickle public taste led immediately to a need to reorganise production in favour of plainer goods.



Hillgate Mill 1880. (Source: Arrowsmith 'Stockport A History' 1997)

Financially overstretched by the sheer scale of his activities, and hit by the death of Thomas and a trading depression in the early 1790s, Oldknow was forced to jettison both his Stockport and Heaton Mersey enterprises and throw his resources into his developing plans for Marple, in the Pennine fringe to the east. The Heaton Mersey finishing works was purchased by Robert Parker, owner of the slightly later Upper Bleachworks just to the north of the Oldknow establishment. Spinning and weaving were later carried out here, the mill being demolished and its site redeveloped in the later 20th Century. Although the Oldknow's tenure of the works was brief, their choice of the Heaton Mersey site was instrumental in bringing the original industrial village into being and in influencing the form of the modern suburb. Oldknow's Hillgate Mill was rented out, eventually becoming part of Christys' Hillgate Works, which in 1868 was said to be "the largest hat-factory in England, probably in Europe". This, too, has now been demolished.

Oldknow had begun amassing land in the Marple area in 1787, both by purchase and in exchange for property in Stockport. On one of his first acquisitions, the Bottoms Hall Estate in the valley of the River Goyt, he began building his second great mill in 1790. Completed by 1792, Mellor Mill was the largest and most imposing mill in the area. The central six-storey block was 64m long with 25 bays, and the two storey flanking wings added 9 bays each. Nothing like it existed in the vicinity, and it must have been seen as a wonder of its age. Other improvements to the estate included the rebuilding of Bottoms Hall Farm as a model farmstead where Oldknow could put into effect the latest scientific ideas on the breeding and raising of livestock. He also built substantial houses for himself and his mill manager and half-brother, John Clayton, as well as planting large numbers of trees and creating a market garden near the mill. The course of the Goyt was diverted to permit the construction of massive reservoirs to power the mill; these are the present Roman Lakes. Together with his model farm, these are all that survive extant of the huge productive complex built by Oldknow. Tantalising archaeological traces of buildings and power features can be seen throughout the site, conjuring the massive impact that this unprecedented project had on the appearance and fortunes of late 18th Century Marple.



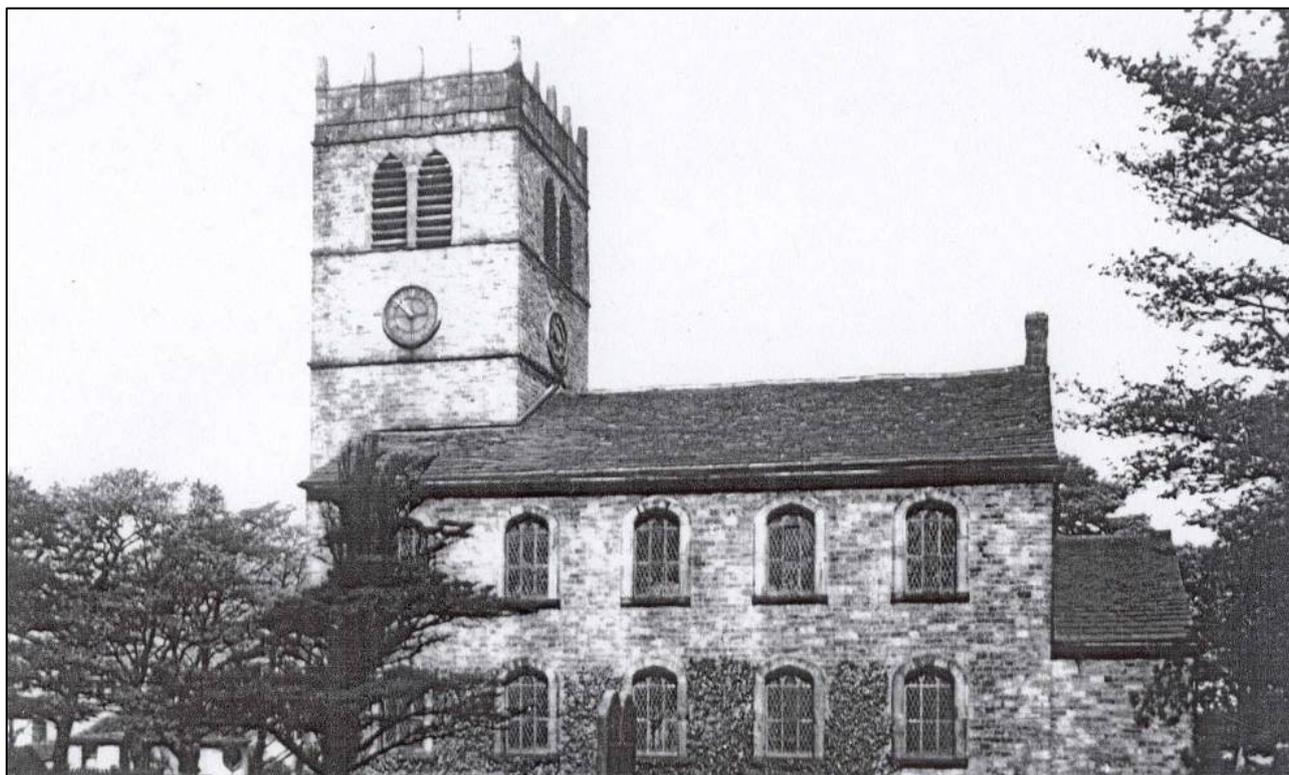
Mellor Mill. (Source: Arrowsmith 'Stockport A History' 1997)

Oldknow's involvement at the Mellor Mill site was the catalyst for a whole raft of developments which changed the face of the township, previously a place of small-scale scattered settlement based on agriculture and the domestic production of textiles. During the 1790s and the early years of the 19th Century, Oldknow was a trustee for the several new turnpike routes that revolutionised transport and trading opportunities in the Marple, Mellor and Compstall area. Oldknow's desire for agricultural improvement on his Marple estate also involved him in enthusiastic promotion of the Peak Forest Canal from 1794. He and Arkwright were the major shareholders in the enterprise, which was designed to bring lime from Derbyshire. Lime was much in demand as a fertiliser, as well as essential to the building and textile finishing trades. The passage of the canal across Oldknow's estate was to permit the diversification of his business interests and to place Marple on a major trading artery, a competitive position enhanced by the town's location at the junction with the Macclesfield Canal from its opening in 1831.

Oldknow built limekilns beside his new canal; these were designed to resemble a medieval castle, providing an eyecatcher in the landscape. He had a keen interest in rugged, massive construction which combined fitness for purpose with a distinctive aesthetic, and buildings can still be seen across the Marple area which bear his hallmark, particularly in the vicinity of the surviving tower of the Georgian All Saints' Church which he financed in 1808-12. His canal structures have the same qualities of robust, rough-hewn masonry and he was responsible for a second eyecatcher in the false façade of Chapel House Farm (since altered).

Oldknow's building interests extended to workers' housing, not all of which has survived, notably Stone Row (1794). This scheme was unusual in being arranged in a three-sided court around a projected Market Hall, which was never used for its intended purpose. The site is now a small modern housing development. Brick Row (also 1794) has also been demolished, but Red Row (1790) survives in Mellor. The pioneering Mellor Mill burnt down in 1896; ever-resourceful, Oldknow had built a small reservoir high on the hillside to feed a sprinkler system in the event of fire. It was so long before it was needed that in the event nobody knew how to access the mechanism.

Samuel Oldknow died in 1828 at the then grand old age of 72. His had been a fulfilled life, replete with enthusiasms and achievement, and seemingly unclouded by anxiety over his constant indebtedness to the Arkwright family. His great good fortune was his friendship with Richard Arkwright, who had been prepared to finance the boundless possibilities that the fast-changing world offered Oldknow around the turn of the 18th and 19th Centuries. When Oldknow died, he owed so much to Richard Arkwright's heir that his entire estate was required to cover the debt. Fortunately he never married and had no family. The Arkwrights spent many years trying to sell his assets and recover their money, finally completing the sale of the Oldknow estate at Marple in 1924.



All Saints Church. (Source: Ann Hearle)

Oldknow's memorial, a marble wall tablet carved by one of the foremost sculptors of the period, was placed on the wall of All Saints' Church, within the nave at the foot of the tower. It is still lies in the tower of the church that he built, although it now languishes in a neglected corner. A long and appreciative inscription records his virtues and his legacy to those whose lives he influenced. The opening lines of his elegy declare:

"He was the zealous promoter of every useful and benevolent measure calculated to aid the progress of general civilisation and local improvement, to encourage the pursuits of honest industry, to increase the comforts, amend the morals, and enlarge the happiness of the people amongst whom he dwelt."

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1. Background

A conservation area is an “area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”, according to Section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. It is the duty of local authorities to designate such areas and to use their legal powers to safeguard and enhance the special qualities of these areas within a framework of controlled and positive management of change. Designation automatically entails control over the demolition of unlisted buildings, strengthens controls over minor development and gives special protection to trees within an area. Further controls over minor developments may also be put in place under Article 4(1) or 4(2) of the Act.

Section 69(2) of the Act imposes a duty on local authorities to review their conservation areas from time to time, while Section 71 requires them to formulate and publish proposals for the preservation or enhancement of conservation areas. The Council's Conservation & Heritage Strategy (approved in 2008) identifies the following key tasks as short to medium term objectives:

- Ensure all conservation areas are adequately protected and have up to date character appraisals and management plans in place
- Examine potential for further conservation areas
- 100% of conservation areas have recent appraisals (5 years old or less)
- 100% of conservation areas have management plans
- Implement actions of management plans
- Article 4 directions, where appropriate, in place and monitored

The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied. It sets out the government's requirements for the planning system and provides a framework for the production of distinctive local and neighbourhood development plans, which reflect the needs and priorities of their communities. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in the preparation of these local and neighbourhood plans, and is a material consideration in development management decisions. Planning policies and decisions must reflect relevant EU obligations and statutory requirements.

The policies and principles set out in the NPPF apply to the consideration of the conservation and enhancement of the historic environment in relation to the heritage-related consent regimes for which planning authorities are responsible under the Planning (Listed Buildings and Conservation Areas) Act 1990. Those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are called heritage assets. Some heritage assets possess a level of interest that justifies designation and particular procedures apply to decisions that involve them. For the purposes of the NPPF, conservation areas are designated heritage assets.

Public consultation is at the heart of local authority responsibilities in protecting and enhancing conservation areas. In April 2005, Stockport Metropolitan Borough Council canvassed the views of the public and local amenity bodies as part of a borough-wide review of both existing and possible conservation areas. Stakeholders were invited to put forward suggestions for areas that they considered to be worthy of designation and a

report was taken to Council Executive on 6th June 2005 outlining areas considered to merit further investigation. A number of criteria have been taken into account in judging the suitability of areas for designation:

- buildings and spaces should be of special architectural and townscape merit
- areas should possess special qualities which contribute to local distinctiveness and sense of place
- areas should be representative of the historic, social and economic development of the borough
- areas should have largely unspoilt character and appearance

This document is one of a number prepared during 2005-08 and is the outcome of the process of consultation and appraisal. This document has been further reviewed and updated in 2012-13.

Station Road/Winnington Road Conservation Area was designated in October 1988 after extensive consultation on the principle of designation and the extent of its boundaries.

The purpose of this document is to:

- set out the conclusions of boundary review
- assess and define the special interest of the conservation area
- set out the results of public consultation on the revisions to conservation areas
- assess the action needed to protect and enhance the special qualities of the conservation area

It is, however, not intended to be comprehensive in its scope and content. Omission of any specific building, space, feature or aspect of its appearance or character should not be taken to imply that they have no significance.

2. Review and Updating

English Heritage advice states that conservation area character appraisals need to be reviewed regularly and that ideally existing appraisals should be reviewed every five years (Understanding Place: Conservation Area Designation, Appraisal and Management, 2011 p6). This process of review and updating of appraisals will provide an opportunity to record any changes that have occurred, to confirm (or redefine) the special interest that warrants designation, to set out any new recommendations and to revise the management strategy.

In accordance with English Heritage recommendations, the Station Road/Winnington Road Conservation Area appraisal was reviewed and updated in 2013.

2.1 Boundary Review

English Heritage guidance stresses that a conservation area review should address the desirability of both the extension and reduction of the existing designated area. The removal of conservation area status can be an appropriate course of action where alterations and re-developments since designation have resulted in the loss of the special architectural or historic character that the original designation was designed to protect and

enhance. Conversely, tightly-drawn boundaries may require extending to reflect the need to protect an area's setting, to take advantage of new planning controls or respond to present development pressures, or to reflect new attitudes to architecture or advances in knowledge of the history of an area.

The Station Road/Winnington Road Conservation Area was originally designated in 1988. The conservation area was extended in April 2007 to include housing development of late 19th century date along Ley Hey Road and a pair of semi-detached houses on Hollins Lane. The character of Station Road/Winnington Road conservation area is essentially that of a post-railway suburb, with houses that are all either detached or semi-detached and of extremely generous scale and proportion. For this reason, the boundary was not extended to include any terraced housing of late 19th century date on the outskirts of the area, either towards Stockport Road to the west or towards Marple to the south. The houses on Hollins Lane were included because they form a visual group with the semi-detached houses on Hollins Lane which are already within the conservation area. Properties fronting Station Road have been included within the proposed extension in order to provide continuity of the streetscene.

Appendix 3 contains a map of the revised conservation area boundary. As part of a review in 2013, the boundary has been assessed and it has been agreed that there are to be no changes for the Station Road/Winnington Road Conservation Area.

3. Character Appraisal

3.1 Location and Context

The Station Road/Winnington Road Conservation Area is situated in Marple and follows closely the line of Station Road east of the junction with Stockport Road to just beyond the High Peak Canal. The boundary traces development mainly on the north side of Station Road and includes houses on Winnington Road and Ley Hey Road. Also included within the conservation area are an earlier agricultural hamlet at the junction of Station Road and Hollins Lane, the former lodge to Brabyn's Park and buildings associated with the Peak Forest Canal.

Marple Memorial Park provides the setting of the conservation area to the immediate south of its boundary.

Station Road/Winnington Road Conservation Area is adjoined by the Peak Forest Canal Conservation Area and its main development is principally the result of the building of Marple Railway Station, to the east of the canal, in 1865.

3.2 Origins and Development

Until the coming of the railways in 1865, this part of Marple, which until 1974 was in Cheshire, was an agricultural area of scattered farmsteads. In spite of the industrialisation of parts of Marple—with the building of the canal (circa 1800), lime kilns (1797-1800) and Hollins Mill (1830)—housing development in the area was relatively limited to groups of terraced workers' housing.

Buildings from the pre-railway age that still survive in the conservation area can be identified on the Marple Tithe Map of 1830. These include the cluster of buildings opposite Hollins Lane: the Manor House (with a datestone of 1731) and the groups of cottages to either side of the lane to the east of the Manor House. For this area, the Tithe Map also shows mainly fields and the old roads: Hollins Lane, the lane leading to Ley Hay [sic] Farm and the road leading down to Low Marple (Marple Bridge) later known as Station Road.

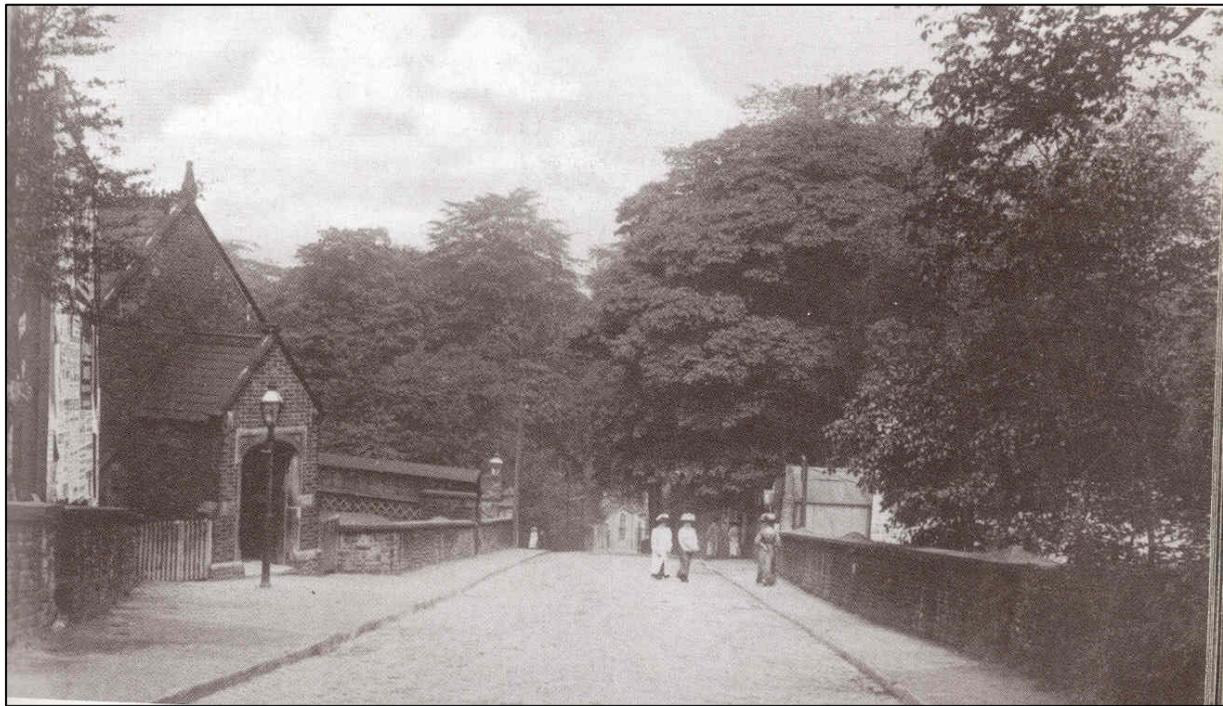
Railway suburbia

In 1865, the Manchester, Sheffield and Lincolnshire Railway opened Marple station on Brabyn's Brow. The Ordnance Survey map of 1872, however, still shows a predominantly rural area with tree lined roads and a large orchard at Ley Hay [sic] Farm. Less than ten substantial, mostly semi-detached villas had been built. These include Heathwood on the corner of Hollins Lane, Oakley on Ley Hey Road, and Stone House, Springfield, Beech Villas, Sycamore Mount and Brabins [sic] House on Station Road. The names are an interesting reflection of the leafy, rural character of the area. Winnington Road had not been laid out at this time. In 1873 a grand new vicarage for St Martin's Church was built at the corner of St Martin's Road, to a design by JD Seddings.

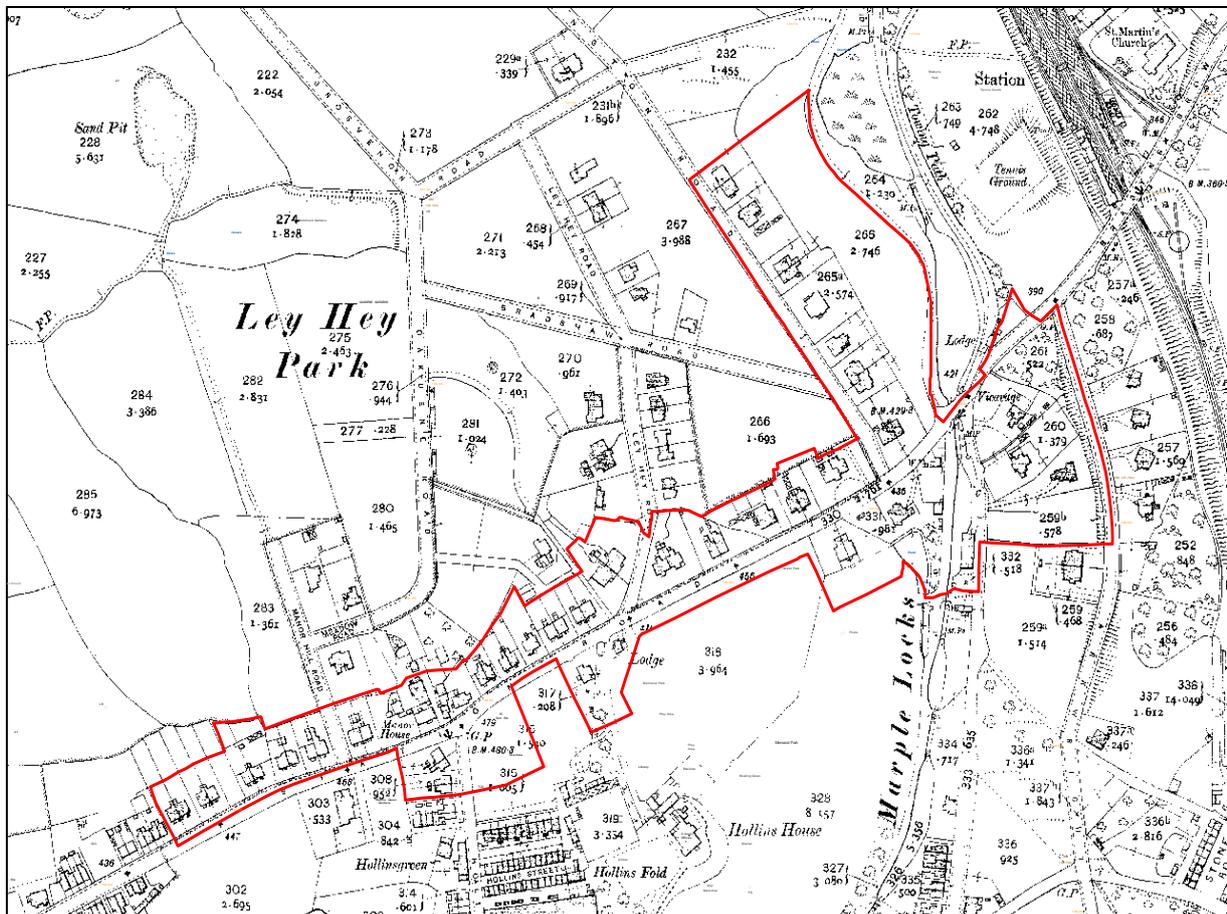
By 1898, the north side of Station Road had been almost completely built up with detached and semi-detached villas in well-proportioned garden plots.

By 1907, Ley Hay Farm had been demolished and Winnington Road had been constructed, with detached and semi-detached houses built on the east side to take

advantage of the favourable aspect over the canal to the hills beyond. Detached and semi-detached houses had also been built along the east side of Ley Hey Road. Bradshaw Road, Oakdene Road and Grosvenor Road had also been laid out by this point, tracing earlier field patterns, all in readiness for further house building.



Historic photo of Marple Railway Station, Brabyn's Brow



1907 Ordnance Survey map

3.3 Archaeology

The Greater Manchester Archaeological Unit has undertaken an enhancement survey to improve the quality of information within the Stockport Historic Environment Record (HER). This document utilises results from this survey to identify sites and features of historic interest. Sites, monuments and extant buildings identified on the HER are described in appendix 4 of this document, and located on the plan in appendix 5.

There have been no finds or sites identified within the conservation area, but there have been significant archaeological finds and sites found in the wider Marple/Mellor area. Within the confines of the conservation area, the biggest potential is likely to be in the vicinity of the canal in the form of both above and below ground industrial archaeology, and around the sites of the earlier agricultural buildings.

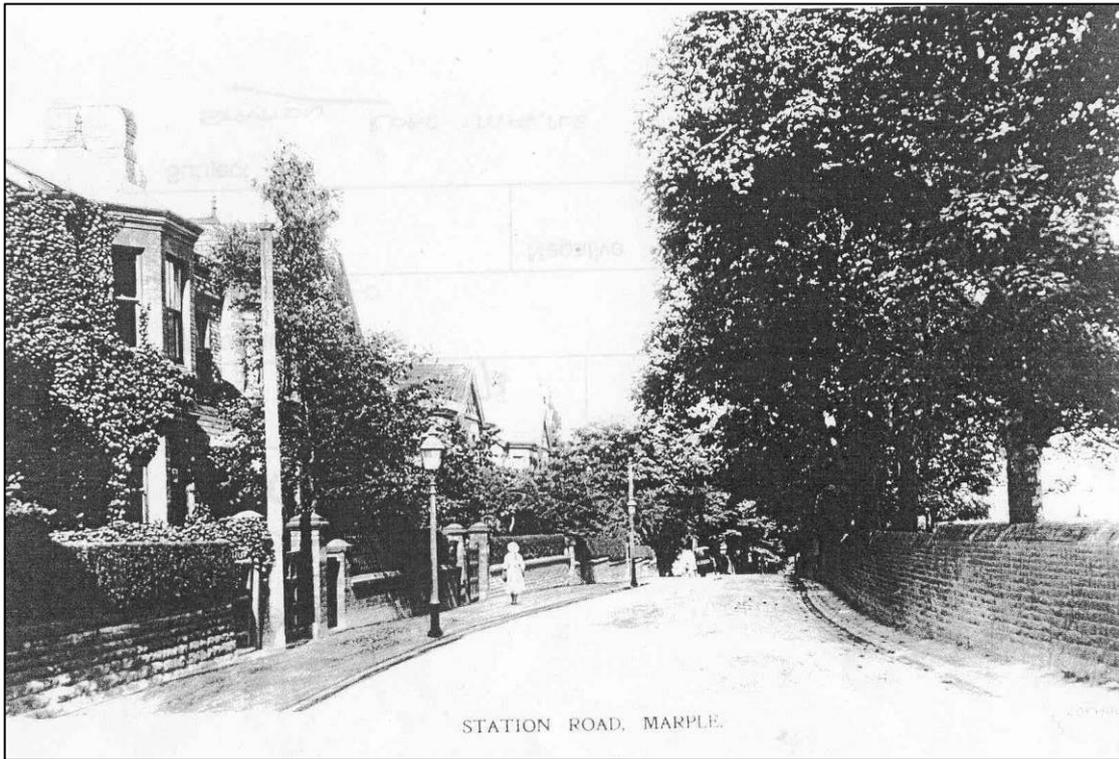
3.4 Character and Appearance

Essentially, the character and appearance of Station Road/Winnington Road is that of a late 19th century railway suburb of high quality, its layout formed by the pattern of old routes and field boundaries from the earlier agricultural use of land.

The area enjoys a dramatic, semi-rural setting, with Marple Memorial Park to the south of its boundary and the Peak Forest Canal and Brabyn's Park to the east. The canal towpath runs along the back of the gardens on Winnington Road.



East boundary: the rural setting of the Peak Forest Canal, Brabyn's Lodge & the peaks beyond.



Historic photo of Station Road with modern photo of same view – Station Road near Hollins Lane



The main axis of the area is Station Road, leading from Stockport Road towards Brabyn's Brow. As Station Road progresses eastwards beyond Hollins Lane, properties become more generous in proportion and distinctive in design. By contrast, west of here in the vicinity of Hollins Lane and along Station Road towards Stockport Road, houses are more closely set together with smaller garden plots. Roads are leafy in appearance and lined with surviving trees from the former rural lanes and with more recently planted garden trees and hedges.



View towards Station Road down Winnington Road (left) & Ley Hey Road (right)

Houses are predominantly 2 ½ storey and were constructed in a rich, eclectic palette of materials and a variety of individual designs, although the prevailing style is that of Arts and Crafts and the principal materials are brick and slate. All properties in the area are set back at a regular distance from the road and from each other and have road frontage with well-proportioned gardens to the front, side and rear of the houses, and evenly proportioned and spaced driveway entrances and back of pavement boundaries.

In addition, small sub-areas exist within the conservation area. These are:

- the hamlet of pre-industrial cottages and the Manor House opposite the junction of Station Road and Hollins Lane
- buildings in proximity to the canal, including Brabyn's Lodge, 100 Station Road and Lockside Mill.

Buildings within the sub-areas are vernacular in style, generally two storeyed, with stone as the predominant building material.



Large Victorian houses with well-proportioned & generous plots, this example on Ley Hey Road



The Lock-Keeper's Cottage: pre-railway development is vernacular in style and predominantly stone

3.5 Landscape Setting, Views and Vistas

The Station Road/Winnington Road Conservation Area is a semi-rural suburb that enjoys an outstanding setting, particularly to the east along the line of the Peak Forest Canal. The canal forms a distinctive edge to the built environment and a visual boundary between Marple and Marple Bridge. The junction of the canal and Station Road is a focal point in the area, with the strong visual interest of locks and bridges on the canal. Views along Station Road in both directions, but particularly as the road descends towards Marple Bridge, are also important, as are those from the perpendicular subsidiary roads—Winnington Road, Ley Hey Road and Hollins Lane—looking both towards and away from Station Road.

The area has far-reaching and dramatic views. Views along the canal towpath itself are of a locally outstanding quality, with vistas towards the Pennine foothills and back into the area towards the landscaped garden settings of houses along Winnington Road. The views out of the area are fundamental for the observer in providing the context and setting of the conservation area, creating a strong visual relationship with the surrounding countryside and the rurality of the built environment.



View towards the Pennine foothills from the Peak Forest Canal, the east boundary of the conservation area

3.6 Key Historic Buildings

3.6.1 Listed Buildings

- *Manor House, 67 Station Road, Grade II*

House "INR 1731" on rainwater head. Rough cast with stone plinth and graduated stone slate roof. Double-depth central-staircase plan with 3 storeys' and a bay to the right which was added at a later date. Stone plinth, eaves cornice with paired brackets and 3 chimney stacks. Central recessed porch with 6-panel door and segmental head. Later bay window to right. One window to the left and 3 to first floor all with stone sills and flush 16-pane sashes (apart from central 12-pane). 3 second floor horizontally sliding sash windows with glazing bars.

Interior: Panelled Oak doors, battened oak doors, an open string stair with turned balusters and coiled end to handrail.

- *Brabyns Lodge, Grade II*

Lodge house to Brabyns Park, now house. Early C19. Dressed stone with slate roof. 2x1 bays with 2 storeys at the front, 3 at the rear, canted ends and a single storey addition to the west. 2 3-light chamfered stone mullion windows to each floor. On the first floor is an oval uninscribed plaque. The canted end walls each have a blocked doorway with moulded surround and a blocked window above. Each end elevation has 2 3-light mullion windows, a blocked entrance at the lower level and an arched recess within the gable. Total of 6 3-light flat-faced mullion windows to rear (one blocked) and three blind windows. Recesses. Ridge chimney stack.



Brabyns Lodge, Station Road/Brabyns Brow

- *Lockkeeper's cottage adjacent to lock number 9 on peak forest canal, 100 Station Road, Grade II*

Lock Keeper's cottage. Probably c.1805. Random stone with slate roof and brick stack. One room on the ground floor, two on the first and an outshut wing to the rear. Stone quoins and shaped stone gutter brackets. Door obscured by later porch and a 3-light flat-faced mullion window on each floor with multi-paned casements and C20 replacements. The right side has 2 1-light windows the left has 4. One ridge chimney stack. Included for group value.

- *Lockside Mill, Grade II*

Canal warehouse. Now offices. Early C19 for Samuel Oldknow. Dressed stone with graduated stone slate roof. 7x3 bays with 2 storeys to front and 3 on canal side. Each bay has a round-headed 2-light C20 casement window on each floor. Bay 4 is advanced and has loading bays and a jib with canopy above. Left gable has five similar windows, a semi-elliptical arched doorway, eaves level stone band, a blind arched attic light and ridge chimney stack. The right gable has two shipping holes, one now blocked with semi-circular arches and dripmoulds, 6 windows as above and a blind arched attic light. 3 tiers of similar windows to canal elevation with similar loading bays on first and second floors and a canopy over.

- *Marple locks number 9 peak forest canal, Grade II*

Lock. 1803 to 1805. Benjamin Outram and Thomas Brown engineers, financed by Samuel Oldknow and Richard Arkwright and built by James and Fox. Dressed stone and ashlar. Single upper gate, double lower gate and footbridge at lower end. 4m pound-to-pound level to accommodate steepness of slope. Lock walls in large coursed stone blocks with rounded verge. The mouth is grooved for stop-planks. The gates have been overhauled and are fully functional.



Marple locks No. 9 and the Lockside Mill

3.6.2 Locally Listed Buildings

There are at present no locally listed buildings within the Station Road/Winnington Road Conservation Area.

3.6.3 Key Unlisted Buildings

- *Cottages and ancillary buildings adjacent to Manor House, Station Road*

Cottages and ancillary buildings on either side of the lane to the east of Manor House. The two buildings to the east are of 2 storey, brick construction, painted, with slate roof. Rectangular in plan, the gable faces Station Road and extends north and is joined to the rear property by a 2-storey link. The outbuildings to the west (behind the grade II listed 67 Station Road), now a dwelling, is also rectangular in plan and at a right angle with Station Road. 2 storey, constructed in stone, with a slate roof. Appear to be eighteenth century.

- *Stone House*

Named as such on the Ordnance Survey map of 1872. Distinctive in being built in stone at this date in this area to a strong gothic design. Irregular T-shaped plan, 2 ½ storey. Double-pitched roof with the main body of the building running perpendicular to Station Road and a wing extending east. Single-storey canted bay to north elevation with stone mullions and stone plinth, with 1-1 sash windows, and hipped roof with fish-scale tiles. 4 light pointed-arch windows with casements to elevations visible from Station Road; those at first floor level are set within pitched gables. A single-storey porch extends from the west elevation with a recessed, pointed-arch doorway with moulded surround and columns facing Station Road and a pointed-arch window set in a gable to the west elevation. The building is constructed of a coursed, graduated stone with a rusticated finish, and quoins. Steep pitch roof: to the front elevations, alternating bands of rectangular and fish-scale tiles. Elaborate, pierced bargeboard detailing with round feet, painted white, to eaves, gables and porch. Tall stone chimneys extend from eaves level to above the ridge line, which has two-hole, hexagonal crest ridge tiles in grey. Pointed wooden finials to gables. Stone stringcourse at ground floor sill level. Projecting stone plinth of 2 courses with chamfered stone coping. The rear of the building is far less ornate, with plain bargeboards, rectangular windows with plain rectangular stone lintels and sills, and rectangular roof tiles. There is a single-storey, flat-roofed extension to rear. The boundary wall, garden wall and gateposts are also of stone. A raised stone path extends from the porch around the front of the house with carved stone planters decorated with lions set on pedestals at regular intervals.

- *St Martin's Vicarage*

Vicarage for the Grade II* listed Church of St Martin. Built in 1873 to a grandiose scale and in Arts and Crafts style to designs by J D Seddings. Irregular L-shaped plan with 2 ½ storey gabled range with 2 storey hipped roof wing. Brick built in Flemish bond with stone dressings, notably to the main entrance. Stone stringcourse at first floor sill level. Two large brick chimneys at ridge level (one on each range) with brick banding and shaped plan and brickwork. Slate roof with red toothed four slot crest ridge tiles. Stone mullioned and transomed windows of 9 leaded lights (3x3) to the ground floor: there is a casement in the bottom row of rectangular lights, and rectangular quarries. The upper two rows are square framed with decorative circular quarries. The front elevation has a stone relief

panel depicting the story of St Martin of Tours, a Roman soldier who tore his cloak in half to share it with a beggar (and for whom St Martins Church is dedicated). North elevation has a stone crest with the initials 'EH', thought to refer to the first vicar, Reverend Edward Hayes (who later changed his name to de la Hey). The building is referred to in Pevsner's 'Buildings of England: Cheshire' as a "remarkably progressive former Vicarage" with a style "towards the free neo-William and Mary, comparable to some of Webb's designs."



St Martin's Vicarage (left) and Stone House (right)

- ***98 Station Road***

Multi-phase building greatly extended from original footprint. Appears now as a double-fronted, 5 bay building with a projecting central bay 2-storey gabled porch, 2-storey, flat-roofed canted bay window to far-east bay, slate roof with decorative red ridge tiles, fully rendered external walls painted white, and a 2-storey exposed stone extension with stone tile roof standing forward of the front elevation and connected to the main wing from the north-east corner. 3 main phases: original square plan building, then the stone extension, then enveloping extensions to the west, south and east of the original building. Its massing, size and unusual stone extension ensures it stands out as a landmark building on Station Road.

Appears on the 1872-5 map as 'Brabins House', a small, square-plan building with a slight projection to the rear. By the 1898 map, there has been an extension to the east flush with the south elevation, and a small projection to the front (in the location of the current bay window). The garden layout has also changed quite significantly. Remains unchanged until 1933-36 map when the stone extension first appears, with additional outbuildings. The

1995 OS map shows the footprint remains unchanged from 1933-6 map at this point, so the enveloping extensions are post-1995. However, evidence of the original building's position is visible in the retention of the chimneys to the front facing pitch—which were most likely located towards its gable ends—and the canted bay window (evidence of which can be seen on the 1898 historic mapping).

- *Memorial Park Lodge*

Single storey lodge, T shaped with single gable facing Station Road and the cross-wing running east-west. There is a single pitch, lean-to porch to the west elevation, and a flat-roofed addition to the east. Brick built in header bond with brick quoins and plinth with chamfered blue engineering brick coping. The main body of the building has a double pitch, half-hipped roof of red clay tiles with grey tiled diaper patterning, with alternating plain and two-hole hexagonal crest red ridge tiles. Below the hip on each gable is a section of recessed rectangular hanging tiles with diamond cream tile bands. To the north and west gables towards the apex are square stone panels with pierced quatrefoil design. Tall, brick chimney with brick banding, shaped brickwork and tumbling-in. Canted bay window on Station Road elevation with hipped roof and plain tiles, square bay to the west. The porch is enclosed with door and side window, moulded and chamfered timber uprights and decorative wooden arched wind braces between the jamb and head.



- *Oakdene*

2 storey, square plan, brick built in stretcher bond with pyramid hipped roof. 3-storey corner tower also with pyramid hipped roof to the north-west corner, with gabled dormer over 3-storey square bay and a tall brick chimney to the west elevation at eaves level. A

number of single-storey extensions to west and south elevations. Also to the south elevation is a brick chimney extending through the eaves and a carved name and datestone that read "AD / Oak Dene / 1888". The caps of the original gate piers have been retained and also bear the inscription "Oak Dene". 6-panel front door to east elevation with rectangular fanlight. This building was owned by Enoch Tempest, an engineering contractor most notable for the building of several reservoirs. It is believed that he bought the surrounding land and subsequently sold off plots for the development of large properties for businessmen commuting from the nearby railway station.

- *92 & 94 Station Road*

T-shaped, cross-gable roof with the cross wing running east to west. Pair of large, symmetrical, semi-detached properties: 3 storey, red brick, half rendered with close stud timber detailing to the gable apexes and decorative jetties. Exposed brick corner posts to rendered section. 4 brick chimneys: 3 to roof ridge and 1 to rear pitch. Slate roof with red two-hole hexagonal crest ridge tiles. Range of window styles: diamond and rectangular leaded lights to 3rd storey windows; small 4-light, horned, upper sashes with elongated single pane sash beneath in groups of 3 to 2nd storey; numerous canted bay windows to ground floor with brick mullions and stone sill and lintel, coloured leaded glass upper panels with horns and single-pane sash beneath. No.92 retains its original gate piers with the name 'Elmbank' at the pedestrian entrance, and a metal gate also contains the name. Good example of Arts and Crafts property in Marple.



92 & 94 Station Road

- *Beech Mount*

Pair of semi-detached houses. Brick built in Flemish bond with extensive use of polychromatic brickwork and diaper patterning. Front façade of 5 bays, symmetrical around a central, projecting, gabled bay, either side of which is a front entrance to each property and next to that a canted bay window. The central bay has a sash window with sash side-lights, separated by brick mullions. Above this is a pair of round-headed windows and a carved panel with the name “Beech Mount”, all set within a recessed pointed arch with polychromatic brick detailing. The east and west elevation also have this recessed arch detailing, within which is set diaper patterned bricks. The roof is slate with Fleur d’Lys crest ridge tiles and stepped bargeboards to the gables. Plain Projecting stringcourses at ground floor and first floor sill level and another 2/3rds of the way up the first floor level: this latter one is crenellated. The building commands a prominent location on the corner of Station Road and Winnington Road, and is a good example of affluent housing in the area. It also makes good use of many of the forms of architectural embellishment and decoration popular during the Victorian Period.



Beech Mount, Station Road

3.7 Architecture and Building Materials

The architecture and materials of the buildings in the Winnington Road/Station Road Conservation Area can be separated into two distinct categories: that of the earlier canal and agricultural structures, and the post-railway suburban development of the mid-C19 onwards. Although the latter group is distinct from the former, within its own boundaries there is a broad and eclectic range of architectural influences, illustrating the Victorian and early-Edwardian penchant for reviving historic architectural styles and interpreting and embellishing them in their own way.

The Station Road/Winnington Road Conservation Area is an area in which the predominant architectural style of the greater part is the Arts and Crafts domestic revival. This is, essentially, a revival of vernacular architecture based on an appreciation of traditionally built, non-architect designed buildings, but which is nevertheless subject to a wide variety of architectural influences and periods.

Throughout the area, houses of the post-railway era share certain characteristics, being two storeyed, often with an additional attic storey, with strong vertical emphasis defined by decorative gables, prominent pitched slate or tiled roofs and tall chimney stacks. The streetscape is made up of detached and semi-detached houses built to generous proportions. Many of the houses retain a good proportion of original architectural detailing, illustrating the status of the houses when built and the way the builders embraced the Arts and Crafts ethos.

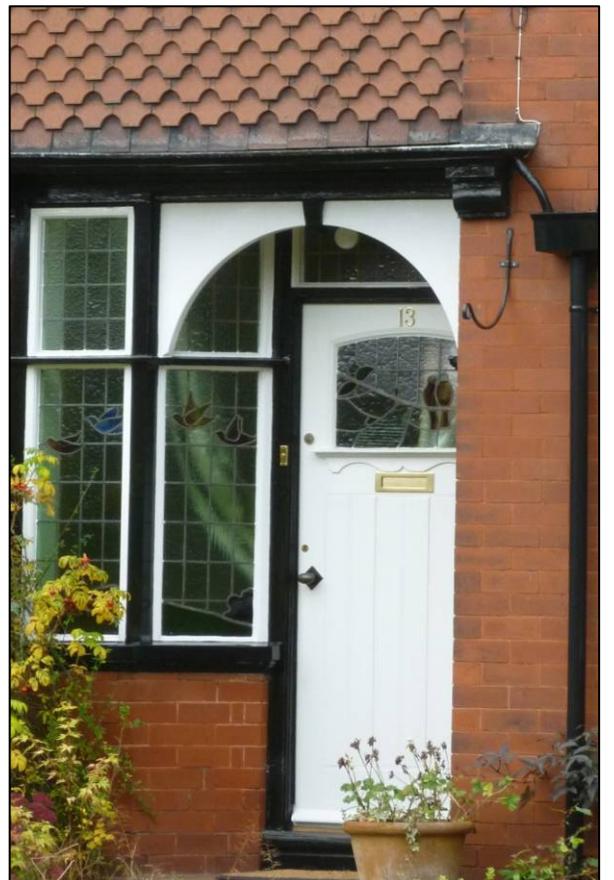
Although there are influences from a variety of periods in the design of these houses, there are common features throughout that are typical of the late Victorian/early Edwardian period and the Arts and Crafts style. These include: decorative ridge tiles, finials and bargeboards; tall brick chimneys with shaped brickwork; use of shaped roof tiles, as well as contrasting colours and patterning; rendered panels and timber cladding; hanging tiles; large, decorative terracotta plaques; Yellow Stock and Staffordshire Blue brick, used for patterns in elevations and detailing (for example stringcourses and lintels); moulded bricks; single and double height bay windows; timber window frames (often with a divided upper pane and large pane beneath) and panelled doors; coloured, leaded glass; and dressed stone door and window surrounds. There are many buildings within the conservation area that retain a combination of these elements. Accepting the listed and key unlisted buildings, some particularly fine examples are: 65 Hollins Lane; 10-12, 11&14 Ley Hey Road; and Newlands, Station Road.



Decorative finials: examples of cast iron (left) & terracotta (middle) & wooden (right)



Bay windows: a popular feature on Victorian houses, on the left examples of a 2-storey canted bay (front) & square bay (side), and a single-storey canted bay on the right. Both sets of windows are sliding sashes, the one on the right with divided upper panes and one large pane beneath, a popular style in the area.



Original doors & coloured, leaded glass. Victorian entrances were often set back in a recessed porch and incorporated coloured leaded glass designs, like the door on the left. The door on the right is a good example of an Edwardian vernacular inspired Arts & Crafts door. Flora & fauna motifs were especially popular.



Examples of stone gateposts



The decorative bargeboards and ridge tiles on Stone House. Note also the tall stone chimney, the use of stone for the window surrounds and the alternating plain and fish-scale roof tiles.

The earlier buildings, mainly associated with the canal, are simpler in design and individual in style, reflecting the more vernacular and functional nature of their construction. That is not to say they do not hold any architectural interest, and the use of stone mullions and window surrounds, dressed and coursed stone, and detailing such as the arched windows of the canal warehouse all add to their visual interest. The use of stone for walls, roofs and detailing in contrast to the later buildings provides significant interest, whilst also providing a visual reminder of the history of the area.

Since the area is located at a contour level where lowland meets the Pennine foothills, local building materials are varied. There were three types of carboniferous sandstone quarried locally: Milnrow Sandstone, Woodhead Hill Rock and Rough Rock. The materials for the structures of the Peak Forest Canal were sourced from these quarries, and stone characterises earlier buildings in the area. Stone is also used in later buildings as a dressing for door and window surrounds and boundary walls and gate piers. Buildings of the late 19th century are generally brick-built in a range of colours, from deep red to the harder tones of Accrington brick and terracotta. Roofs are stone slates on earlier vernacular buildings and usually Welsh blue slate or tiles, transportable by canal, for houses of the later period.

3.8 Contribution of Trees, Hedges and Green Spaces

Trees, hedges and green spaces make a significant contribution to the Station Road/Winnington Road Conservation Area, particularly in the vicinity of Winnington Road and Station Road as it descends towards the canal. Small groups of trees alongside and adjacent to the Peak Forest Canal are also significant ecologically, along with the more extensive habitats of native and ancient woodland.

Trees are important to the appearance and character of the conservation area both in the way they frame views and in the contribution they make to public green spaces, private gardens and streetscapes. Roads are lined with old established and more recently planted garden trees of a wide variety that provide the setting and leafy character of the area. Specimen trees flourish within some of the older gardens. Mature hedges commonly define garden plots, and the boundary to the area on the south side is a well established beech hedge along the perimeter of the Memorial Park.

Private green space is provided by generous garden settings fronting onto roads and defined by hedges and low stone walls, whilst public green space is mainly found along the canal towpath. Memorial Park, although not within the conservation area, provides high quality green open space and views into and out of the area. Looking even further, woodlands are prominent in the wider landscape and form important elements in distant views from within the conservation area's boundary. The setting of the conservation area is important in illustrating the relationship between the built and natural environment, and also between conservation areas, such as the view towards St Thomas's Church and the Mellor/Moorend Conservation Area.

Within the area, especially around the canal, are a wide range of high quality habitats. These include trees, hedgerows and stonework. The canal itself is a wildlife corridor, connecting the habitats and wildlife of rural settings and bringing them closer to urban locations.



Left: the importance of the space between buildings is illustrated here in the view between houses on Winnington Road, and Right: Station Road viewed from the memorial park.

3.9 Floorscape and Street Furniture

The most extensive and significant form of street furniture is the original gate piers that have been retained to many of the properties along Station Road, Winnington Road and Ley Hey Road. They contribute valuable architectural interest but also historic interest, as often there is carved into the gate pier head the original name of the property. These are of interest in their own right, and support the leafy, semi-rural character of the conservation area through the use of names with rural and natural environment connotations. The suffixes 'garth', 'dene', 'croft' and 'holme' are common and all relate to topographical features or land associated with buildings (whether gardens or arable). The names are often taken from areas of the country renowned for their natural beauty, with a notable proportion of Scottish origin: Earnock, Lockerbie, Benavie, Ardlui and Lavern, for example. The space between the gate piers and their positioning in conjunction with the front boundary treatments (where they are retained) contributes greatly to the character of the area by providing a structured streetscape and emphasising the space between the buildings.

Along Station Road there is a post box set into the boundary wall of no.99 with the cipher of Queen Elizabeth II. It is not clear when this particular example dates from, although manufacture of cast iron wall boxes ceased in c1980.

Opposite Hollins Lane outside of no.77 Station Road is a wonderfully decorated electricity box. It is unique within the conservation area and makes a positive contribution to the streetscape as well as having historic interest. To its west face is a cast iron plaque with

an inscription in relief that says 'THE / LIVERPOOL ELECTIRC / CABLE COMPANY, Ltd. / BOOTLE, LIVERPOOL. / 1929', possibly dating it from the introduction of mains electricity into the area.

Historic interest for floorscape and street furniture is also notable around the canal, where bridges, towpaths and lock side areas have stone setted surfaces. Some setted kerbs survive at drive entrances on Ley Hey Road. Historic iron railings and stone gate piers remain in-situ at the former entrance to Brabyn's Park, by the Lodge.



Left: boundary treatments & evenly spaced gateposts give continuity to the streetscape, and Right: the electricity box.

3.10 Definition of the Special Interest of the Conservation Area

The special interest of the Station Road/Winnington Road Conservation Area derives from the area's development as a late 19th century railway suburb, its layout formed by the pattern of old routes and field boundaries from the earlier agricultural use of land. The area enjoys a dramatic, semi-rural setting, with Marple Memorial Park to the south of its boundary and the Peak Forest Canal and Brabyn's Park to the east, with the canal forming a distinctive edge to the built environment and a visual boundary between Marple and Marple Bridge.

The main axis of the area is Station Road, leading from Stockport Road towards Brabyn's Brow. As Station Road progresses eastwards beyond Hollins Lane, properties become more generous in proportion and distinctive in design. By contrast, west of the here in the vicinity of Hollins Lane and along Station Road towards Stockport Road, houses are more closely set together with smaller garden plots.

Houses are predominantly 2 ½ storey and were constructed in a rich, eclectic palette of materials and a variety of individual designs, although the prevailing style is that of Arts and Crafts and the principal materials are brick and slate. All properties in the area are set

back at a regular distance from the road and from each other, and have road frontage with well-proportioned garden plots and evenly proportioned and spaced driveway entrances and back of pavement boundaries.

Small sub-areas exist within the conservation area namely around the canal and the junction of Station Road and Hollins Lane. Buildings within these sub-areas are vernacular in style, generally two storeyed, with stone as the predominant building material.

The area is much enhanced by its far-reaching and dramatic views. Views along the canal towpath, towards the Pennine foothills, and back into the area towards the landscaped garden settings of houses along Winnington Road, are of a locally outstanding quality. Views along Station Road in both directions but particularly as the road descends towards Marple Bridge, are also important.

4. Preservation and Enhancement Issues

4.1 Condition of the Building Fabric

While a formal survey of the area has not been carried out, the condition of the building fabric appears to be generally good.

4.2 Extent of Loss and Intrusion

Original architectural fabric in the area remains largely intact; however, there are some examples of loss and intrusion in the form of replacement doors and windows and rendering of original walling material. These changes negatively affect not only the appearance of the individual buildings but also the character and coherence of the conservation area as a whole. The replacement of windows, including the encapsulation of leaded and coloured glass within double glazed units, is particularly detrimental. Replacement of timber frames with uPVC units not only affects the proportions of the window because of the thicker frames but also results in the loss of historic glazing of a quality that is not replicated in modern glass manufacture.

There are a number of properties where alterations to entrances and front boundary treatments have been made. These include the loss of gate piers, widening of drives, use of inappropriate hard-standing materials and replacement of hedges and walls with other non-traditional boundary treatments. These changes interrupt the streetscape and are damaging to the character of the area. The installation of satellite dishes where they are visible from the road also have a negative effect where they occur.

4.3 Development Issues

In 2010 the Council made an Article 4(2) Direction in order to bring householder alterations under control. This has been relatively successful in halting the gradual erosion of the character of the area through householder alterations which normally constitute permitted development under the terms of the General Permitted Development Order.

The Station Road/Winnington Road Conservation Area is a predominately residential area with the majority of large residences remaining in single family occupation. Whilst

development pressure within this residential area is largely limited to householder applications, pressure for the development of sites at higher densities, sub-division of larger properties for multiple occupancy and alterations for change of use could dramatically alter the character of the area where the pattern of plot densities and ratios has remained largely unchanged since the original layout. Similarly, removal of boundary walls and trees could change the important demarcation of public and private spaces, modifying the appearance of much of the area.

There is some pressure for side extensions, which can have a harmful effect on the spaciousness between houses and on reading the original character of side access to garages and other outbuildings at the rear of properties.

The introduction of modern gated entrances and non-traditional designs would be extremely detrimental to the character of the area. Excessive height and overly grand styles not suitable to the style of the houses can be visually jarring and out of character with traditional boundaries of hedges, low walls and gates, as well as interrupting the leafy street scene and the important views between houses.

The finest of the Victorian and Edwardian suburban villas still feature their full complement of original architectural detail, from the timber windows of various styles to decorative timber and stone detail. The retention of these original materials and details is crucial to the character and appearance of the conservation area.

4.4 Preservation and Enhancement

Detailed proposals for the preservation and enhancement of the conservation area have been set out in the conservation area management plan. The plan formulates objectives and outlines a programme to address the issues identified within this appraisal.

Initial suggestions of management measures that came out of the 2006 public consultation include:

- Making of an Article 4 Direction, as appropriate, to protect vulnerable traditional materials and original architectural features on houses
- Preparation of design guidance to protect the character and appearance of the conservation area
- Review of protection afforded to trees through tree preservation orders.
- Preparation of management guidelines to protect the important contribution made by trees to the conservation area
- Addition of the key unlisted buildings set out above to the local list
- A management plan should include guidance on future development within the conservation area

Station Road/Winnington Road Article 4 Direction (2010)

The retention of original materials and architectural details is crucial to the character and appearance of the conservation area. At the same time, such features are vulnerable to loss through permitted development rights. Following the review and designation of the conservation area in 2006, approval in principle for putting an Article 4(2) direction in place was given by the Council's Executive. Following this and further consultation with residents

an Article 4(2) Direction was implemented in 2010 to extend control over householder alterations in the conservation area.

5. Community Involvement

5.1 Public Consultation

Public consultation has been an integral part of the designation and appraisal process. Proposals were posted on the Council's web site together with an electronic questionnaire. A press release was issued. Letters were sent out to all residents of the conservation area informing them of the proposal for designation and inviting them to an afternoon and evening drop-in session held at St. Martin's Church Hall on 23rd January 2006. Each letter contained a questionnaire canvassing residents' views and information on the link to the draft conservation area appraisal on the Council's web site. Fliers and posters were also distributed in the wider Marple area and local history and amenity groups were contacted directly. The drop-in session was well attended and gave residents the chance to ask questions of council officers related to designation and possible Article 4 Directions. Copies of the draft conservation area appraisal were made available to read and take away. An exhibition was mounted on the history and special interest of the conservation area, and this was moved to Marple Library for a week following the close of the drop-in session.

A summary of responses to the public consultation exercise is included in appendix 1.

5.2 Response to Stakeholder Comments

"In the final analysis, heritage is what people value" (English Heritage, 2006)

The consultation exercise generated a significant level of response from stakeholders. Letters and completed questionnaires were analysed to assess the level of support for both the designation of the proposed new extended conservation area and for the imposition of extra controls to protect the area's special character. Comments were also evaluated to determine those aspects of the area which stakeholders consider to be important to its appearance and character. English Heritage's *Understanding Place: Conservation Area Designation, Appraisal and Management*, published in 2011, highlights the importance for local authorities of recognising the values which are ascribed by stakeholders to historic environments when preparing appraisals of the special character of conservation areas.

Strong support for the proposed new conservation area was indicated, with 77% of respondents considering that the area is of special architectural or historic interest which should be protected by designation. Residents of Station Road/Winnington Road considered that the following aspects of the conservation area were important to its character: historic buildings, open space, trees, boundary walls, street furniture and street surfaces. Of these characteristics, historic buildings, trees and open space were seen to be the most significant in defining the special character of the area. The weight accorded these elements is reflected in the character analysis and the definition of the area's special character set out in this appraisal.

Stakeholders were also asked whether they considered that certain types of work were harmful to the special character of the conservation area. Another question sought to elicit suggestions on measures the Council could take to further protect and enhance the character and appearance of the conservation area. Responses indicated that, amongst other issues, a range of householder alterations are seen as inappropriate in Station Road/Winnington Road. Specifically, these included the replacement of original roofs, windows, and doors with modern materials; the loss of original architectural features from buildings; the demolition of boundary walls; the removal of historic features from the street scene and the painting of exterior walls of buildings. This concern is reflected in a 68% level of support for special controls over permitted development.

Preliminary suggestions for conservation area management measures have been made in this appraisal document, addressing concerns raised by stakeholders. These include the making of an Article 4(2) Direction to unify controls over permitted development in the conservation area by applying them to houses in the designated extension. This proposal was authorised in principle by Council Executive on 2nd April 2007. Public concern over inappropriate alterations to buildings can also be addressed in ways that complement the extra planning controls put in place by an Article 4 Direction, including the preparation of local generic guidance to facilitate a sympathetic approach to design and choice of materials. Identification of further locally listed buildings can also help promote interest in, and respect for, the architectural qualities of buildings.

Concern was expressed more generally over inappropriate development which does not reflect the character of the conservation area. In particular, the loss of houses and green space for development and replacement with high density housing are seen as detrimental to the quiet residential environment based on low density occupation of large houses in spacious garden settings. It is suggested that a future management plan should include guidance on these aspects of development within the conservation area.

Another issue is the importance of trees in the area. This is reflected in the suggestion of a review of protection afforded to trees through tree preservation orders and the preparation of management guidelines to protect the important contribution made by trees to the conservation area.

The quality of the public realm also emerged as an area of concern, with heavy traffic, high traffic levels and associated traffic calming measures being an issue on the busy fringes of the conservation area. More generally, the poor condition of street surfaces and lighting, as well as the design of street furniture, are highlighted for improvement. Resolution of these issues requires a corporate approach, and could be addressed as part of a future Conservation Area Management Plan.

6. References and Further Reading

Primary Sources

Stockport Local History Library Historic Photograph Archive:

Published Maps and Plans

Marple Tithe Map 1830

OS Cheshire, sheet XX2: surveyed 1872

OS Cheshire, sheet XX2: revised 1896, published 1898

OS Cheshire, sheet XX2: revised 1907, published 1909

Secondary Sources

Arrowsmith, P. Stockport, A History 1997

Ashworth, A. & Oldham, T. Historic Industries of Marple and Mellor 1989

Ashworth, A.M. & Oldham, T.F. Mellor Heritage 1985

Hearle, A. The Archive Photograph Series, Marple and Mellor 1997

English Heritage Understanding Place: Conservation Area Designation, Appraisal and Management 2011

Stockport Historic Environment Record

7. Contacts

General Inquiries concerning the Conservation Area should be referred to the Council's Conservation Officer.

Telephone: 0161 474 2620 / 4561

Enquiries relating to development proposals and planning applications should be addressed to the Council's Planning Services department

Telephone: 0161 474 3896

Enquiries relating to trees within the conservation area should be addressed to the Council's Arboricultural Officer

Telephone: 0161 217 6111

Enquiries relating to the Historic Environment Record should be addressed to Greater Manchester Archaeological Advisory Service

Joule House

School of the Built Environment

1 Acton Square

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M5 4NW

Tel: 0161 295 5522

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National Organisations

English Heritage

North West Office

Canada House

Chepstow Street

Manchester

M1 5FW

Tel: 0161 242 1400

www.english-heritage.org.uk

Email: northwest@english-heritage.org.uk

Victorian Society

The Victorian Society

1 Priory Gardens

Bedford Park

London W4 1TT

Tel: 020 8994 1019

www.victorian-society.org.uk

Email: admin@victorian-society.org.uk

Georgian Group

6 Fitzroy Square,

London

W1T 5DX
Tel: 087 1750 2936
www.georgiangroup.org.uk
Email: info@georgiangroup.org.uk

Twentieth Century Society
70 Cowcross Street
London EC1M 6EJ
Tel: 020 7250 3857
www.c20society.org.uk
Email: coordinator@c20society.org.uk

Appendix 1

Summary of Station Road Winnington Road Questionnaire Responses

Total response = 31

Conservation Area Status

Agree = 24 = 77%
Disagree = 7 = 23%
Don't know = 0 = 0%

Article 4 Directions

Agree = 21 = 68%
Disagree = 8 = 26%
Don't know = 2 = 6%
Agree in reservation = 0 = 0%

Most important features in defining the special character of the area

- Buildings = 67%
- Open Space = 48%
- Trees = 59%
- Boundaries = 37%
- Street furniture = 26%
- Street surfaces = 33%

Others specified –

Works which could harm the special character of the area –

- Replacement of original roofs, windows, and doors with modern materials = 67%
- Loss of original architectural features from buildings = 70%
- Demolition of boundary walls = 59%
- Removal of historic features from the street scene = 48%
- New or replacement signs and shop fronts (where applicable) = 22%
- Painting of exterior walls of buildings = 52%

Others specified –

- Inappropriate new buildings
- Loss of houses
- Infill developments
- Loss of gardens, green spaces for development
- Increasing housing density
- Traffic congestion
- Speeding traffic
- Poor quality road/street surfacing

- Poor quality street lighting
- Loss of garden plots for development
- Loss of the large garden plots of Victorian and Edwardian properties

What can the Council do to further protect or enhance the conservation area?

- Sort out the Lodge at Memorial Park
- Maintain verges and shrubbery
- Put up discrete 'Conservation Area' signs
- Repair street surfaces and paths which are in a very poor state of repair due to lack of maintenance
- Replace modern street surfaces with high quality traditional designs
- Maintain decent paths and roads
- Prevent infill development
- Introduce traffic management measures to ease congestion in the area
- Try to reverse some of the damage already done due to inappropriate alterations
- Use sympathetic historic materials for street surfaces
- Financial support for property owners
- Make design guidance available
- Ban all posters and signs
- Improve parking Frequent monitoring of the area to prevent unsympathetic development
- Awareness and careful consideration of not only works within the conservation area but also within its setting
- Stop infill development or at least ensure new development is sympathetic
- Provide financial assistance for homeowners
- Traffic calming measures are need in the area
- Maintain trees and bushes on main roads

Other comments

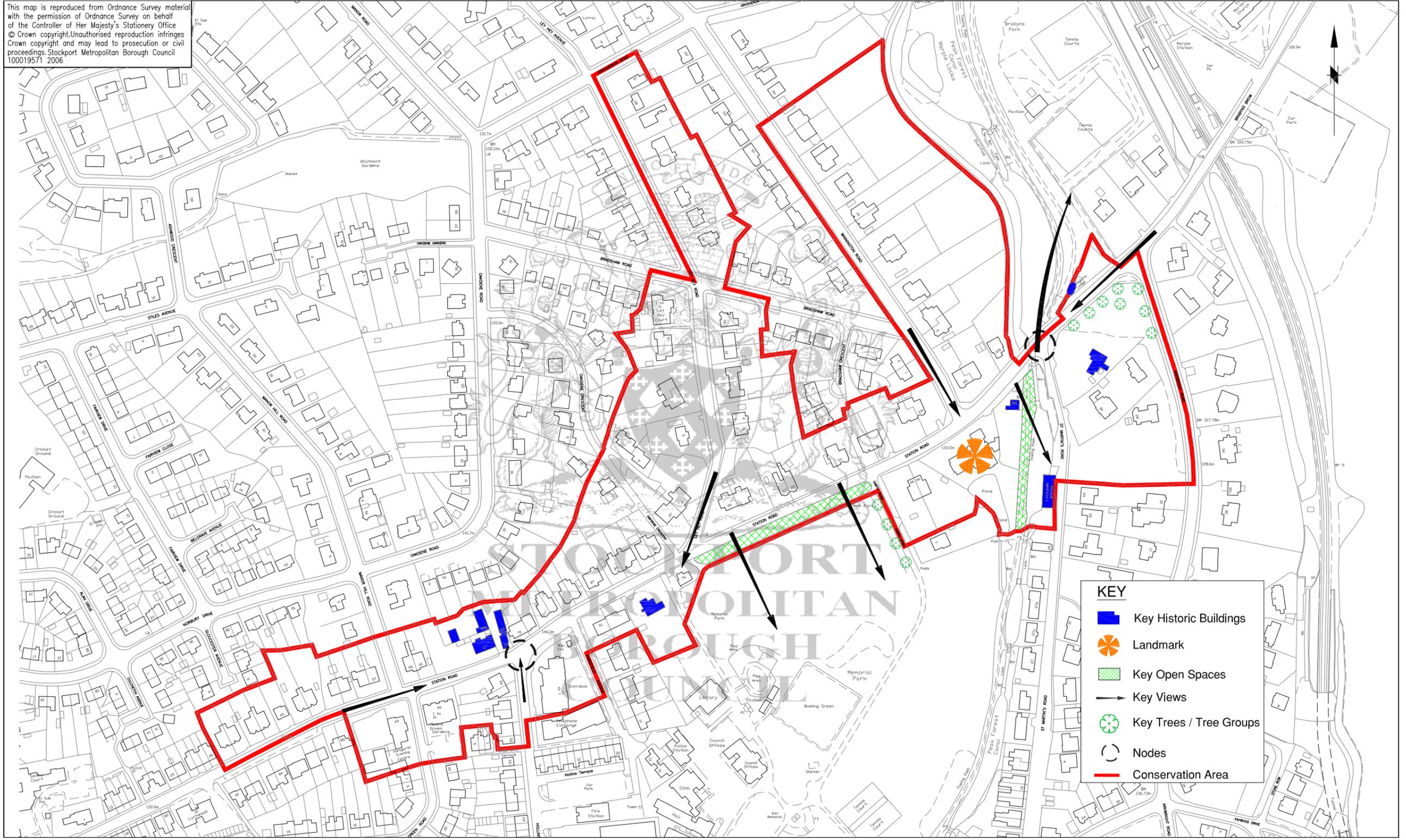
- The area should be extended to include Grosvenor Rd adjoining Winnington Road and the first houses on Winnington Road beyond Grosvenor Road
- Why were the terrace house between the telephone exchange and the fire station not included?
- The proposed boundary changes encompass no historic buildings, no open space and only a few trees
- We suggest that 'Glengarth' should be included in the Conservation Area
- Why were the apartments on Ley Hey Rd included?
- Why has Hollins Lane not been included?
- The conservation area boundary should be redrawn to include most of Ley Hey Park in order to simplify the shape and so avoid the intrusion of non-conserved land/property
- Oakdene Crescent and Ley Hey Road are not areas of particular historic or architectural interest
- The Lodge at Memorial Park is a complete disgrace. It is an irony that it has been boarded up for over 2 years and yet sits only 10 yards from the conservation area signs

- Owners are all responsible members of the town and deal with their properties in the right way already. Conservation area designation is unnecessary
- Article 4 Directions seem too stringent
- I have noticed no benefit from the original conservation area designation – extending the boundary seems pointless
- Global warming is a major issue that should come before conservation issues i.e. solar panels, wind turbines, double glazing etc.
- Utilities departments are ruining the area – as soon as one hole is filled in another one is dug and the standard of work carried out is poor
- Solar panels are environmentally friendly and should be allowed
- Wooden sashes are impractical – they don't save heat and harbour ants. Modern materials are better
- Current planning regulations should be sufficient to maintain the character of the area
- Many alterations and additions to buildings have already occurred without detriment to the area

APPENDIX 2:

Townscape Appraisal Map

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KEY

- Key Historic Buildings
- ★ Landmark
- Key Open Spaces
- Key Views
- Key Trees / Tree Groups
- Nodes
- Conservation Area

Produced by Survey, Cartography and Ground Modelling Section SCGJOBNO.M1143
Environment and Economic Development Services



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

PLANNING SERVICES
STOPFORD HOUSE
PICCADILLY
STOCKPORT
SK1 3XE

AMENDMENTS					
DRAWN	CHECKED	DATE	No	AMENDMENT	

JOB TITLE
**STATION ROAD/WINNINGTON ROAD
CONSERVATION AREA**

DRAWING TITLE
APPRAISAL MAP

Filename			
Drawn FA	Cad DP	Amended DH	Approved .
Date 04/07/07	Date 04/07/07	Date 31/03/13	Date .
Scale NTS			
Drawing No. M1143_STATION_ROAD\CONSERVATION			Revision

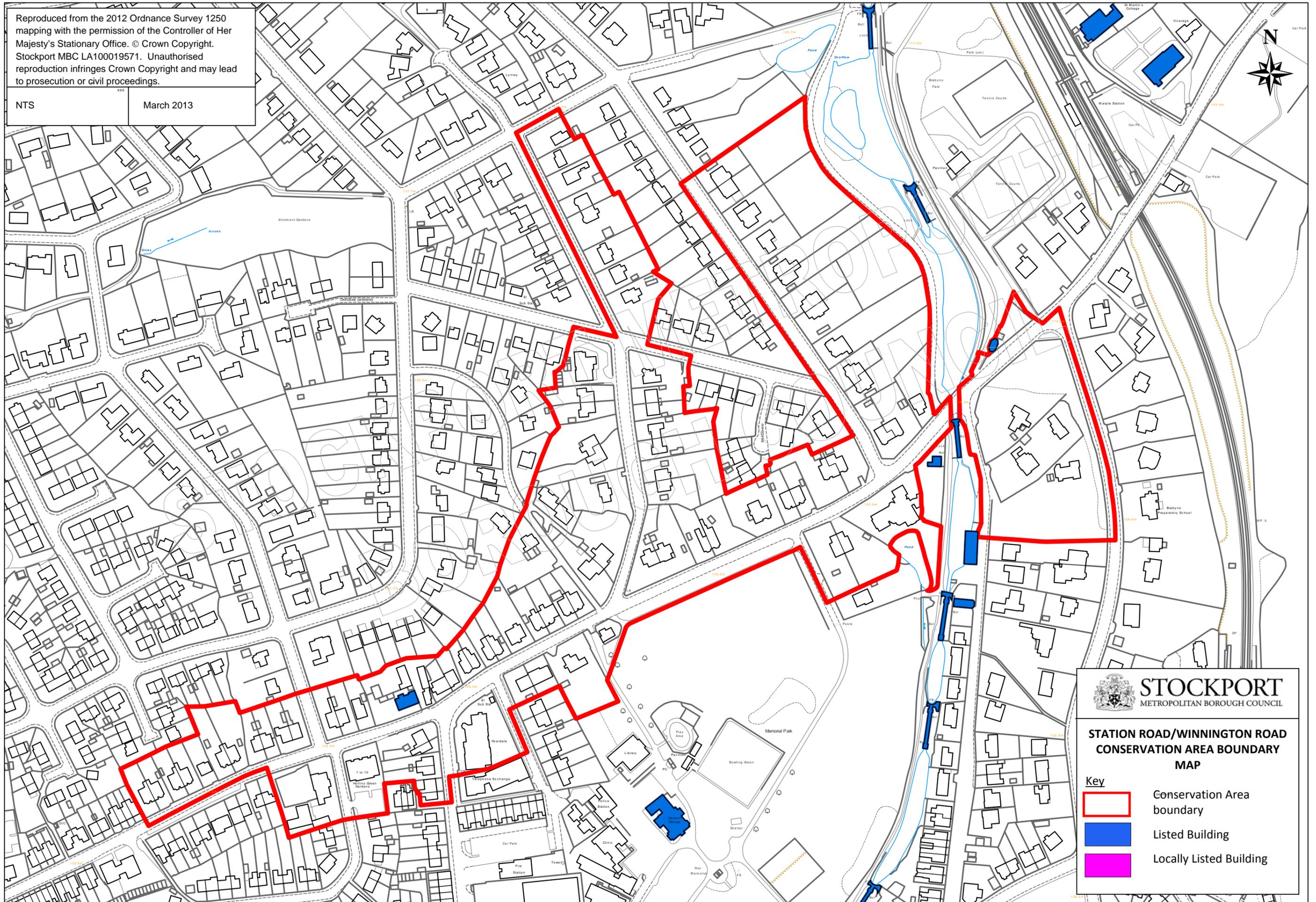
APPENDIX 3:

Conservation Area Boundary Map – Listed & Locally Listed Building Map

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March 2013



 **STOCKPORT**
METROPOLITAN BOROUGH COUNCIL

**STATION ROAD/WINNINGTON ROAD
CONSERVATION AREA BOUNDARY
MAP**

- Key
-  Conservation Area boundary
 -  Listed Building
 -  Locally Listed Building

Appendix 4 - Historic Environment Record Entries

This appendix includes sites and monuments recorded in the conservation area and its immediate vicinity.

1. MonUID: MGM15503

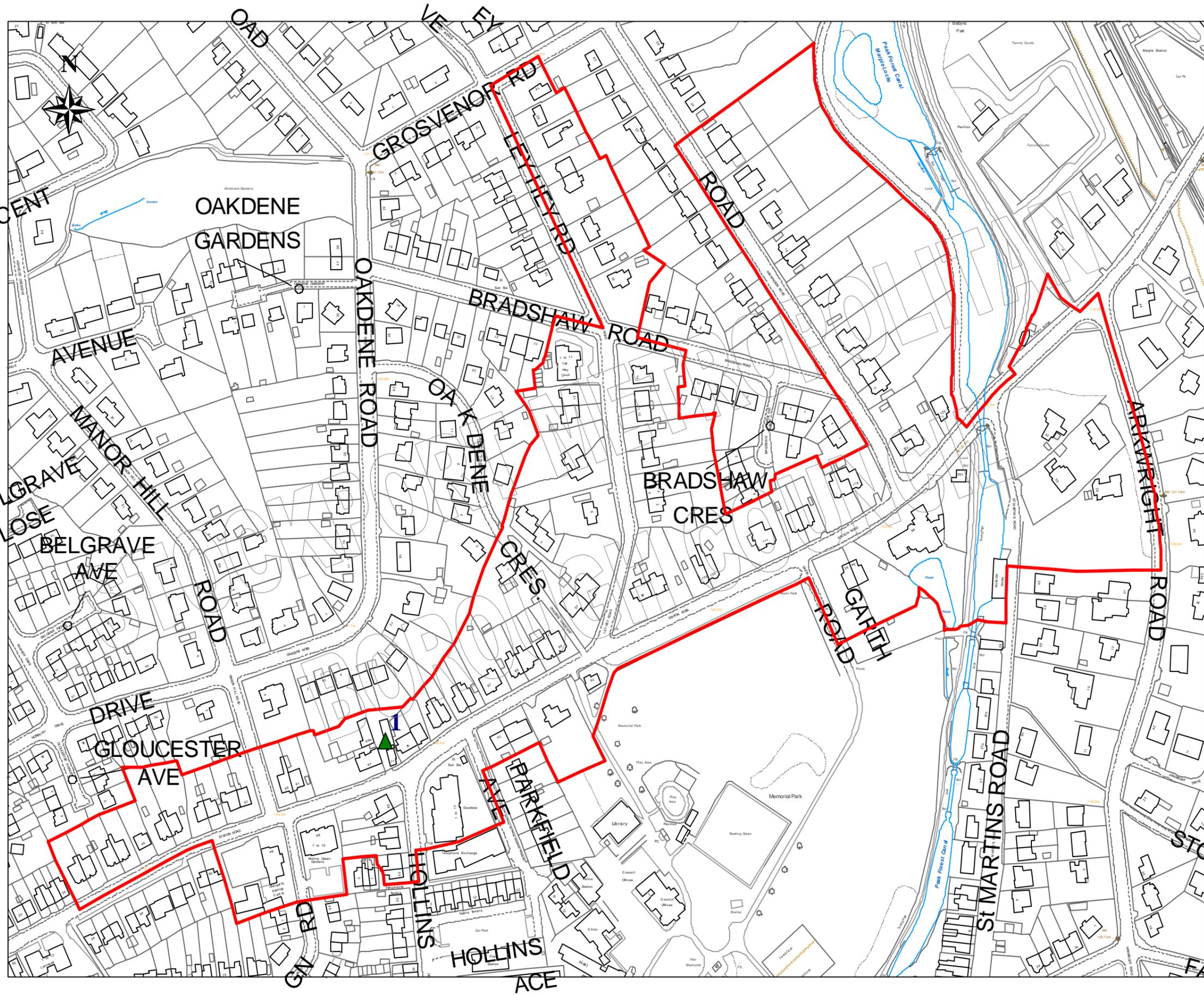
Name: Cottages 69 to 71 Station Road

Record Type: Building

Description: Buildings appear at this location on the Swire and Hutching's map of 1830. Group of small cottages to either side of lane on east side of the Manor House, Station Road. 2 storeys, brick-built, painted white. Appear to be 18th century (Site visit, P Arrowsmith, 13/10/2005)(1).

APPENDIX 5:

Historic Environment Record Map



Title:
**Historic Environment Records within
 Station Road/Winnington Road
 Conservation Area**

Department:
Planning Services, Place Directorate

Date:
March 2013

Scale:
NTS

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KEY TO MAP SYMBOLS

-  **Building**
-  **Monument**
-  **Find Spot**
-  **Settlement**
-  **Conservation Area
Boundary**