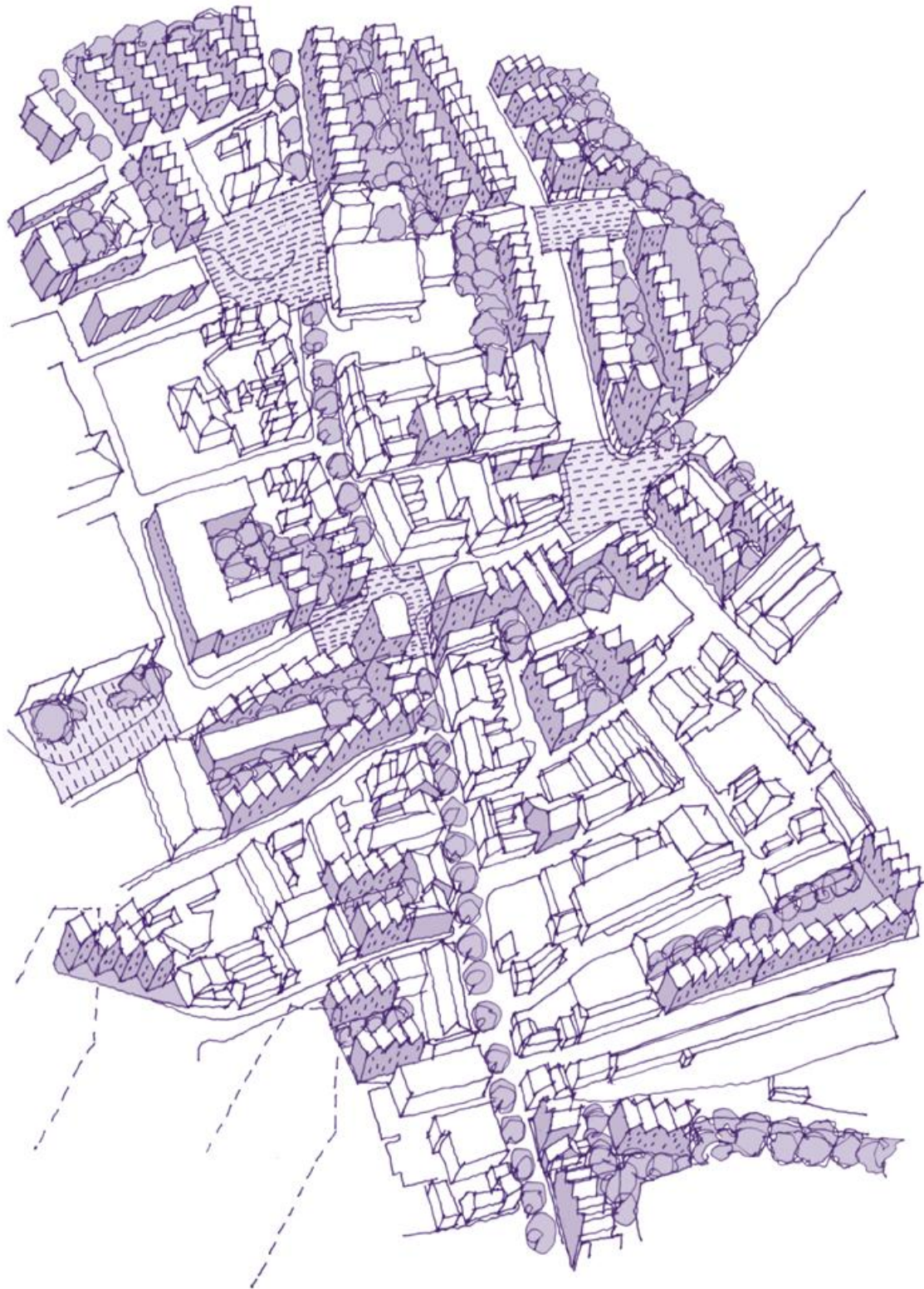


De-fragmenting Stockport



Stockport – An Urban Condition

Stockport is characterised by a number of seemingly random but interdependent issues:

- A plan under the Greater Manchester Spatial Framework (GMSF) to build 19,000 houses on green belt land (please read on, I'm not a green belt campaigner)....
- A planning assumption for two cars per new dwelling.
- Substantial site and land vacancy in the town centre. To the extent that half the above housing proposed for green belt land could be accommodated within the inner ring road alone.
- A private sector dismissive of building in the town, as evidenced in the outcome of the SHLAA.
- Isolated pockets of vulnerable community housing which are cut off from neighbours and services.
- A council building roads, because this is what they know, and is what they can bid for. 51% surface area of the town is already resultant from highway planning (compared with York 29% and Lincoln 24%, places you might be more comfortable in as a human being), see final diagrams in the following brief report: www.goo.gl/igqx3K.
- The lions share of a £900m council investment programme devoted to highways, with a further M60 link to come.
- 40% of the local population at breadline poverty or below.
- The second highest retail vacancy rate in the country.
- A council focused on enabling access (meaning vehicle access) to the town centre from suburbs as a solution to town centre viability, rather than through stimulation of a town centre community. A town centre therefore increasingly consisting of highways and car parks, not houses and businesses.
- Absence of footfall to encourage new business.
- Pressure on maintenance of parks and public spaces.
- A council which develops plans covertly, leaving public consultations to the last possible moment, with the result they're either misunderstood or petitioned against.

A town centre becoming little more than a roundabout.

The Green Belt land question is significant. NPPF at paragraph 80 confirms the purpose of Green Belt in 5 points:

- *to check the unrestricted sprawl of large built-up areas;*
- *to prevent neighbouring towns merging into one another;*
- *to assist in safeguarding the countryside from encroachment;*
- *to preserve the setting and special character of historic towns; and*
- *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

Green Belts are currently under threat for their convenience, construction risk-aversion and profitability. If this land is at stake, **no alternative site should be considered unbuildable on.**

The 5 points above are pertinent to Stockport for three important reasons:

1. Stockport has a high proportion of fragmentary land left over by highway development. Land occupied by highways plus highway-sterilised land within the central ring road is around 51% (pre- Town Centre Access Plan implementation). Compare this figure with Lincoln (24.5%) or York (29%), urban centres where we might feel more at ease as human beings. If Stockport continues with its current application of parking standards, vehicle access and highway expansion plans, these sites will not be developed and the number of undevelopable sites will simply continue to grow. Much of this is inevitably not tarmac, but is otherwise space left over by highway planning. Could this space be developed for housing?
2. Stockport has a high proportion of unlet retail and commercial property. MEN (16.9.2014) reported that more than one in four shops in Stockport are empty – the second worst vacancy rate in the country. Why could commercial and retail property not be acquired for housing use?
3. Stockport has around 40% of its population classified at Breadline Poor or below. As fuel and goods costs rise, and inequality trends continue, this economic group will find personal car travel unaffordable. Why would new homes be planned for 2-or even 1-car ownership when facilities are available in walking distance?

Stockport's SHLAA involving "key stakeholders, such as house builders, housing associations and local agents" is predictably dismissive of urban sites, finding "severely limited viability under current market conditions". Therefore the perception of viability and/or current market conditions (laissez-faire, risk-free, developer-led, highway-dominated) need revision.

There has been much opposition to the councils green belt plans under the Greater Manchester Spatial Framework, but mostly from the 'not in my back yard' perspective.

Vacant sites and buildings are an opportunity to resolve housing need and to save the town centre. Providing housing here would foster successful business and leisure development by providing "footfall", reinforce the existing communities, creating a more secure, safer and (more) pleasant space for everybody to enjoy.

The council appears to be too timid to take action on the above issues. Just three simple steps are needed:

1. **Compulsory purchase all vacant land and buildings including that used for surface car parking in conservation areas.**
2. **Plan sites, streets and squares for human occupation and zero car ownership, or parking provision shared with retail stores, thus enabling access to all potential sites, and a healthy and safe environment.**
3. **Fund land and building purchase, housing, and community space provision, directly through determination and redirection of highway projects.**

Proposition

This study proposes the use of urban waste land for housing-led regeneration, with the LA taking a lead role to enforce an efficient use of land to an appropriate urban density. Stockport would embrace civilized urban planning norms of enclosed ordered streets and pedestrian friendly squares with mixed uses at ground floor serving a balanced economy. Stockport would promote and pioneer planning for no-car households appropriate to its demographic, and put an end to highway-led planning and development control. Stockport would determine all current and pending highway contracts and redirect budgets to the provision of homes and public space for people.

NPPF paragraph 23 requires LA's to *"recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites."*

The LA would use its compulsory purchase powers to obtain under-utilised redundant land and building. Such powers exist and should be used for public benefit. The Town and Country Planning Act 1990 section 226, allows compulsory purchase to *"facilitate the carrying out of development, re-development or improvement"* for the area's economic, social, or environmental well being.

NPPF paragraph 51 states, *"Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers."*

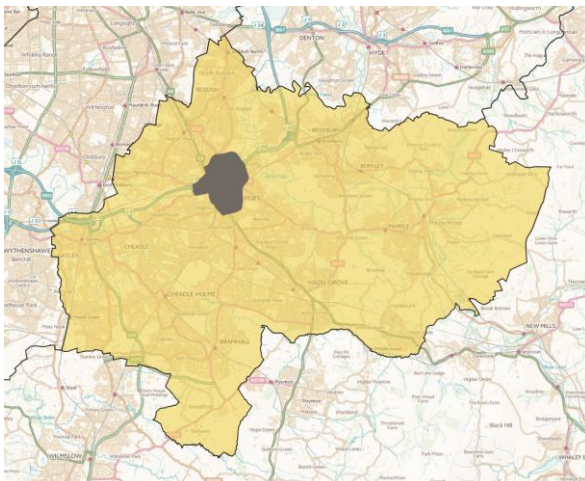
The LA would use Empty Dwelling Management Orders (created by the Housing Act 2004) to put unoccupied properties back into use as housing, and use new Permitted Development rights for office and light industrial to residential change of use.

Demonstration Area

The town centre forms a demonstration area. This lies within what might be called the inner ring road bounded by Tiviot Way, St Marys Way, Hemphshaw Lane, Shaw Heath, King Street West, Wood Street, Georges Road, and Belmont Way.

This area represents 2% of the MBC. The MBC reportedly has 45% area of Green Belt, however this figure pre-dates relief road construction, which will both occupy land and isolate pockets for development. 40% footprint might remain (albeit blighted by noise, pollution and artificiality). Therefore a target of $19,000 \times 2/100 \times 100/60 = 630$ houses within this area might indicate that the 19,000 homes could be accommodated over the MBC with no Green Belt development, assuming that the town centre is representative of the borough.

(Sites are organised by territory, but no significance should be attached to this).



MBC Map, with central Demonstration Area.

Site Selection

An "aggregation of marginal gains" (Sir Dave Brailsford) attitude is applied to urban design in the town centre. Any site over 5m wide is considered. This goes well beyond the SHLAA undertaken by Stockport so far. The following 10 criteria have been used in a purposeful mix of big and small site selection:

1. **Buildings included:** derelict buildings, buildings advertised for sale and empty and/or boarded up, commercial buildings for sale. (Commercial churn; vacancy represents a snapshot in time; some properties will become occupied whilst others will fall vacant).
Buildings not included: buildings shuttered and closed but not obviously vacant, possibly vacant upper floors above occupied ground floors (this includes a number of very large 19c warehouse buildings), houses/housing for sale or rent, retail ground floors within a core central shopping area, empty upper floors above occupied retail. Not included are a significant number of commercial shed type buildings - these buildings and/or sites would be adapted as community facilities. Also a significant area of vacant retail space is assumed to be put back into use as demand grows for local services including retail and commercial, health, etc, rather than immediately converted to housing.
2. **Commercial property** currently marketed for sale or clearly empty, eg Royal Mail Sorting Office, Stockport Village, Stockport Exchange. The situation re redundant property and land could be significantly worse than captured here. Commercial property is included at footprint x no of storeys, not advertised sq ft net, to which a gross-to-net factor is applied.
3. **Gables** are assumed buildable up to unless windowed to habitable rooms. A few individual small gable plots are included as demonstration models, though examples of these are widespread, with their maintained mown grass verges and 'no ball games' signs. Not included is land faced directly by existing habitable rooms.
4. **Land from stalled or failed development projects** is included, eg Stockport College, Stockport Workhouse and land around, Covent Gardens. No account is taken of pending development plans or pending occupancy.
5. **Vestigial areas around tower block housing** are not included; the towers are considered to need this breathing space. Not included also are some well planted screen belts eg around Lancashire Hill housing, St Marys Way.
6. **Pockets in the middle of industrial estates** are not included, except those on the fringes bordering housing. As housing gradually replaces industrial and commercial uses more of these sites will become apparent.
7. **Roads to nowhere** unnecessarily splitting sites are absorbed. There are additionally a number of roads which in further development could be absorbed within rationalised sites; eg High Bank Side and Hopes Carr.
8. **Surface parking** within Conservation Areas, where this is not overlooked by habitable rooms is included. NPPF paragraph 137 requires, "Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably." Surface parking is considered not an appropriate land use in Conservation Areas, where a more appropriate urban density is required. Excluded from this is surface parking where this forms a car sales forecourt, or space characterised as builders yard, or land needed for service access; thriving businesses are supported. (Habitable rooms overlook car parking at the new Hatters Court and around Hilltop Court therefore these car parks are retained). Not included are surface car parks outside Conservation Areas, unless these appear to be un-surfaced temporary use of vacant sites. "Air Rights" building above surface parking is shown either side of the station only, but this principle has enormous potential. In the longer term it is envisaged there will be no surface parking anywhere within the town centre.
9. **Landscape strips around highways** are included. These are not green corridors they are space left over on plan; anyone using the footpath from the Bird Hall Lane roundabout into Morrisons will know the wildlife using these corridors is predominantly rats. Many sites include trees and birch tree scrub; wherever possible mature trees would be retained in design development.
10. **Excessively sloping sites** are not included, but those with some element of slope within an otherwise level or reasonably graded site are. Stockport has a long tradition of successful development on sloping terrain, right through to Merseyway in the mid 20C. An example of a site considered too steep however is the South side of Wellington St. The only exception to this rule is St Marys Steps, for townscape and historical reasons.

The nature of this proposition is fragmentary, in response to the disconnected nature of the town. It is not mass housing as in large scale development, it is not a simplistic solution, but instead has a scale commensurate with plugging-in to the existing urban fabric. It is not a *Plan Voisin* starting from zero, though this may soon be the reality if the rot is not stopped. More site consolidation ought to be possible, especially around the Churchgate - Rostron Brow area, and joined up sites would clearly give more economy of scale, however any resulting visual monotony might be tempered by subdivision of plot to separate design and build teams. Typically away from the centre, sites tend to be larger, such as land off Brighton Rd, West of J1, with very large expanses of spare land East and West of the centre alongside the M60.

Not included in assessed sites are a number of large surface car parks, which use up valuable land in an uneconomic way. If these were to be multi-storey to match the new Station NCP (1000 spaces on 4410m² footprint, over 6 storeys average), up to 18,000 ADDITIONAL spaces could be created. The locations are: Aldi / Gala Bingo, Asda (additional 4-storeys), Asda Belmont (4-storey only), Decathlon, Dunelm (St Marys Way frontage), Fletcher St / Piccadilly, Heaton Lane frontage, London Square, L-shape around Archer House, Masonic Guildhall, Matalan, New Bridge Lane, off the N gable of Kingsgate House, Peel Centre, Sainsburys, Station NCP phase2, and Tesco – the largest being Tesco (1.9ha footprint) and Peel Centre (1.8ha footprint). These spaces might be stabling for residents' cars; at 1:1 ratio that's parking for 18,000 houses. In granting approval to forecourt parking the LA has already determined that the view of cars is preferable to that of buildings. This option is considered worst case however; no parking provision is healthier and more economic.

Environment

Paris, Mexico City, Madrid and Athens have signed up to banning diesel vehicles by 2025. Germany has resolved to ban production of internal combustion engines by 2030. A post-Brexit UK may opt out of EU environmental strategies, but pressure will be on to clean up automotive technology. This will eventually make M60-side sites both cleaner and quieter.

Minimal or no car provision is enabled by proximity of town centre access, by Stockport demographic, and the availability of services, and as a last resort by expansion of multi-storey car park provision noted above. A healthy pedestrian and child safe environment is created. All areas of the town centre are within a 10 minute walk of a supermarket, based on a standard 80m per minute, 10 minutes = 800m. Additional new stores, surgeries, clinics, community halls, nurseries, etc, are at the ground floor of new housing development. Within a core town centre, ground floor is retail / mixed use.



Supermarket location, 10 minute walk radius

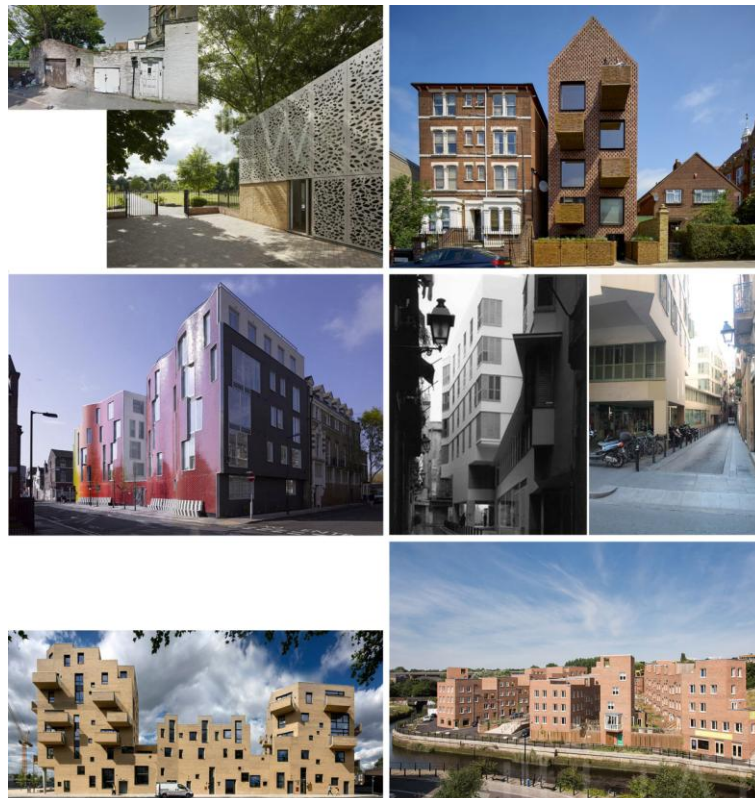
Density

Building 2 storey at 20-25 houses/ha typical of suburban sprawl is wasteful of land. From studies of comparative built projects in the UK and EU, and planning studies particularly in Leeds and Coventry, the following standards are used:

<i>Site Area</i>	<i>Homes per ha</i>	<i>Homes per m2 site</i>	<i>M2 per home</i>	<i>Comment - Example</i>
<i>site area 1-200m2</i>			60	<i>150m2 site = 2.5houses x Nstoreys Allows for 50m2 + net:gross area</i>
<i>site area 201-500m2</i>		30		<i>300m2 site = 9 houses</i>
<i>site area 501-1000m2(0.1ha)</i>	300			<i>600m2 site = 18 houses</i>
<i>site area 0.1-0.2ha</i>	300			<i>1200m2 site = 36 houses</i>
<i>site area 0.2-0.5ha</i>	240			<i>2400m2 site = 58 houses</i>
<i>site area >0.5ha</i>	150			<i>7200m2 site = 108 houses</i>
<i>All conversions</i>			60	<i>1000m2 gfa = 17 houses Allows for 50m2 + 20% net:gross area</i>

The reduced density for increase in site area is due to incorporation of open space, access, community support facilities, and provision for distance from habitable rooms, etc. These figures are modified by site conditions where necessary.

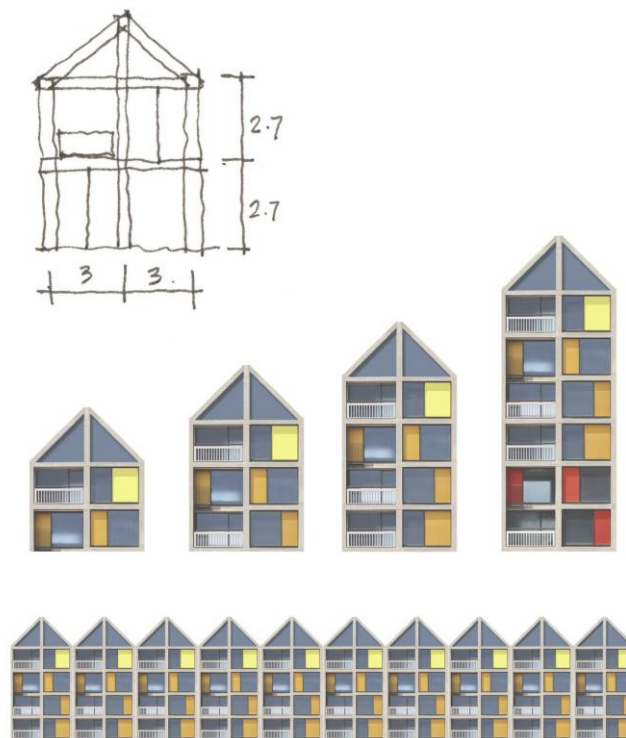
Density, some examples:



1. *Ingleton Street House, London (Horden Cherry Lee). Before and after. 32m2 site.*
2. *Barrett's Court, Stoke Newington (Groupwork). 6 houses on 40m2 footprint, 5-storeys.*
3. *Brandon St, Heygate, Southwark (Metaphorm). 18 houses on 420m2 site, 4-storeys. 23h/m2.*
4. *Ciutad Vieja, Barcelona (Llinas). 28 houses on 560m2 site, 4-storeys over retail. 496h/ha.*
5. *Grahame Park (Barber). 70 houses on 0.28ha site, 3 to 7-storeys with retail. 250h/ha.*
6. *The Malings, Newcastle (Ash Sakula). 76 houses on 0.6ha site, 3 to 5 storeys. 127h/ha.*

Generic Projection

A generic typology has been used to illustrate site potential. Taller buildings are assumed generally in the town centre up to 6 storeys, with some lower build in deference to neighbours.



DISCLAIMER: THESE ARE NOT DESIGNS! They are a quick way of communicating scale and density. The approach clearly has shortcomings on larger sites, where a coherent design strategy for balanced community provision is needed with a compliment of commercial, education, social and health building typologies aswell as beautiful landscaped spaces. Nor would it be the intention to post a corporate style on the town - although there are cost benefits to repetition, any paradigm becomes scale-less when repeated infinitely. Rather this is simply a process to illustrate an idea.

Precedents:



1. *Stockport Marketplace, from 1680 map.*
2. *Adlington Hall, gable on E facade.*
3. *Little Moreton Hall, S facade garderobe tower.*
4. *Housing in Merano, Holzbox Tirol.*
5. *Urban Splash HoUSe, site delivery.*

Conclusions

Please refer to the Appendix: Sites – a survey, photographic record and speculation for over 200 sites, with spreadsheet analysis.

Over 9,000 homes could potentially be provided in the centre of Stockport. If the remaining 60% of Stockport MBC not designated Green Belt is as ineffectively planned, this represents a total of over 270,000 homes without disturbance to the Green Belt. Or put another way, 19,000 homes might be provided if only 7% of this type of site were developed across the MBC.

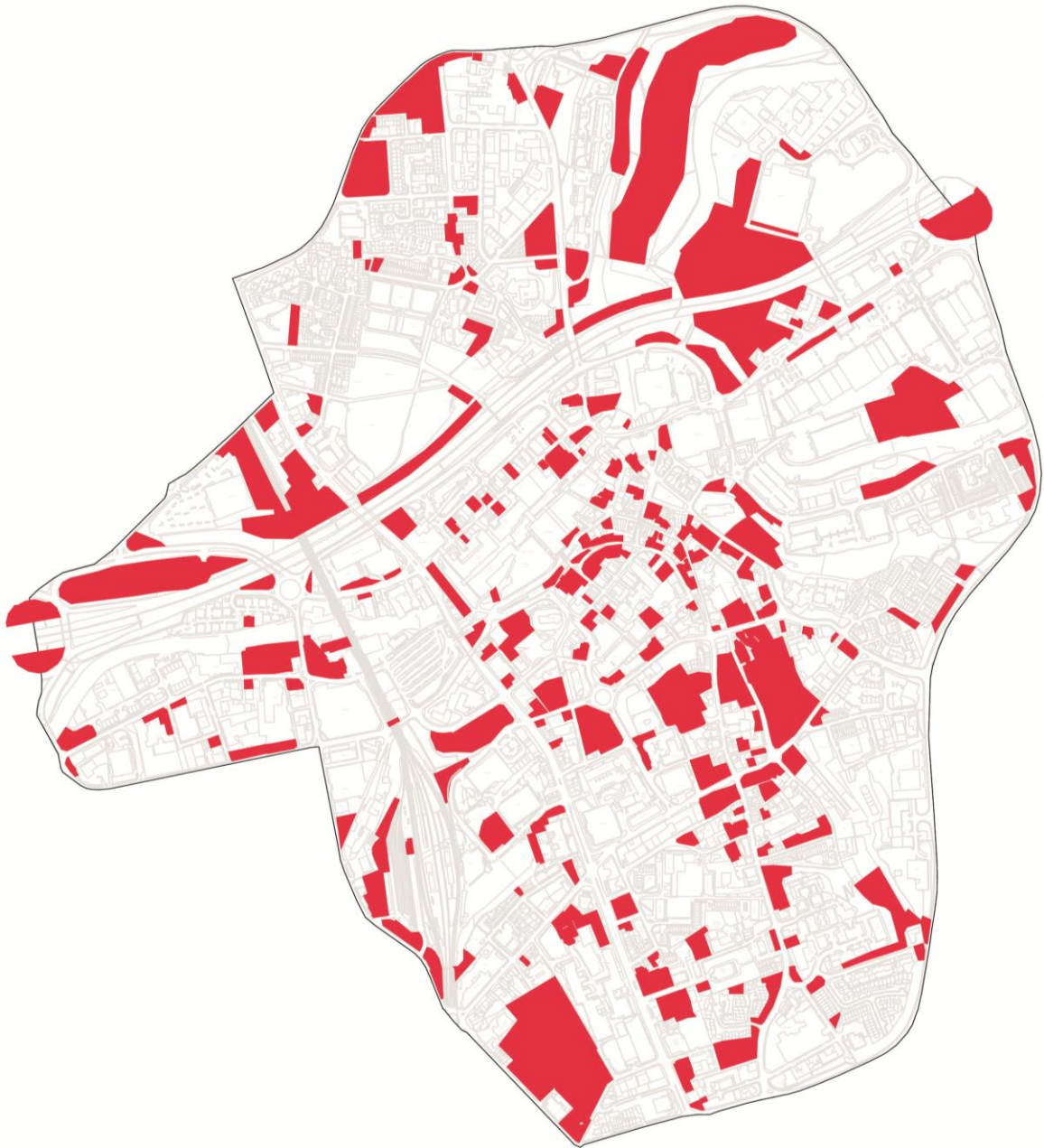
If nothing else, this study forms a catalogue, of vacancy, neglect, and failed leadership.

When planners no longer plan, private contractors are allowed to lead, and the result is suburban sprawl, often in its genesis opposed by Nimby-ism. A PLAN for central Stockport such as this one needs to be developed based on car-free pedestrian access and compulsory purchase, because the current strategies are patently not working.

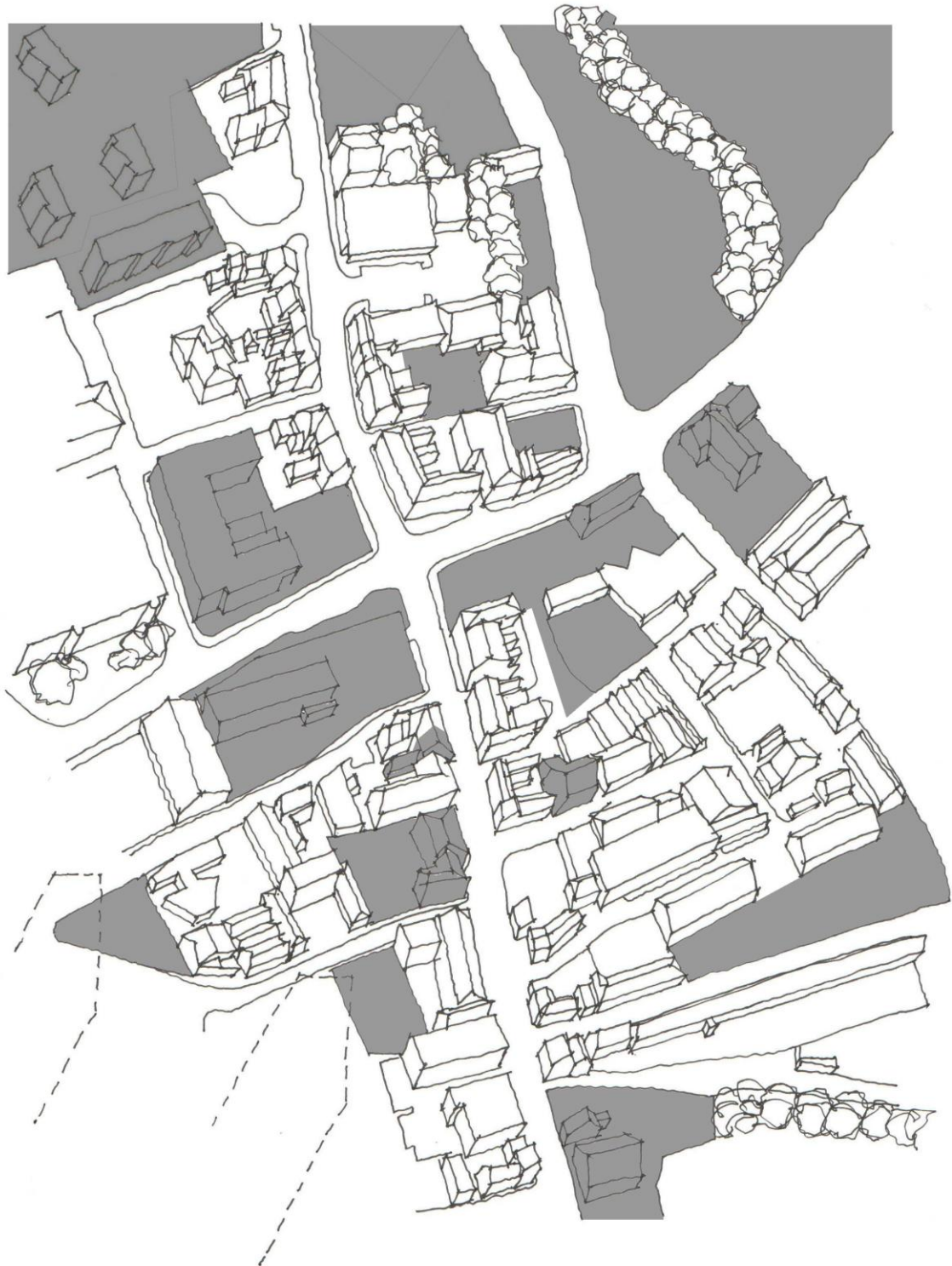


On the following pages, a map of the town centre showing vacant sites and buildings, followed by a suggestion for how one area, Middle Hillgate, might be transformed.

Map of Vacant Stockport:



Middle Hillgate – As It Is



Vacant sites and buildings, and surface parking within Conservation Area, shown grey.

Middle Hillgate – Strategies



Paths, edges, districts, nodes, landmarks.

Middle Hillgate – As It Could Be



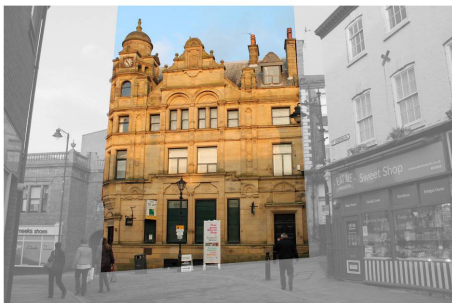
Hillgate vehicle access reduced to 1 x 4m width, one-way, trees planted along length, and resurfaced. 5mph shared space squares at junctions and key moments (Courthouse, Covent Gardens). Retained buildings converted to housing. Housing on all gap sites with landscaped courtyards. Tower buildings at important corners with community use at ground floor. Light industrial and commercial retained.



Sites

Sites are illustrated in black and white, with buildings to be converted and new build in colour.

Sites are arranged by 'territory', but no special significance should be attached to this.



Site 01-01 Great Underbank / Bridge St

Vacant building.
Ground floor assumed retail, although currently vacant.

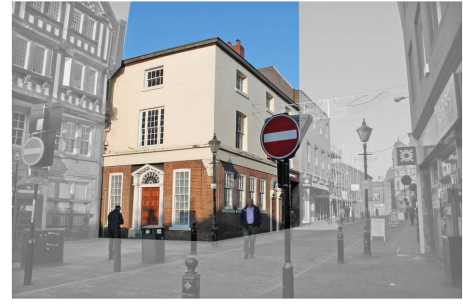


Sites 01-02 and 01-03 Great Underbank

Site 01-02 vacant building.
Ground floor assumed retail, although currently vacant.

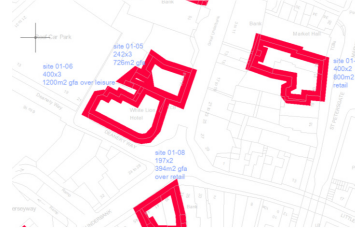
Site 01-03 vacant site.
(Left of Site 01-03 is Natwest Bank).





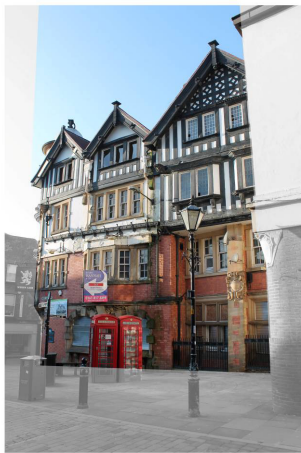
Site 01-04 Market Place

Vacant building.
Ground floor assumed retail, although currently vacant.
Part may need upward extension.



Site 01-05 Great Underbank

Vacant building.



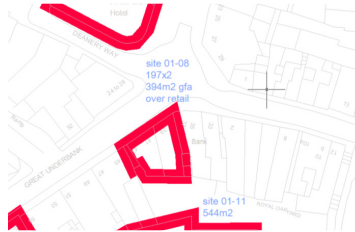
Site 01-06 Great Underbank

Vacant building.
Ground floor assumed leisure, although currently vacant
(refurb underway in October 2016 appears to have stalled).



Site 01-07 Vernon St / Warren St

Vacant building.
Ground floor assumed retail, although currently vacant.



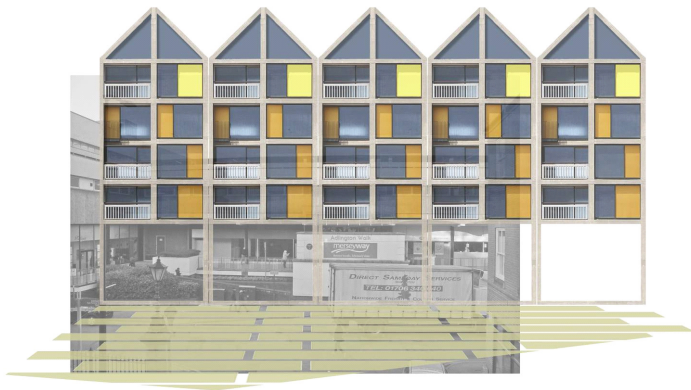
Site 01-08 Gt Underbank

Vacant building.
Ground floor assumed retail, although currently vacant.



Site 01-09 Gt Underbank

Vacant building.
Ground floor assumed retail, although currently vacant.
See site 01-10 for potential pedestrian square here.



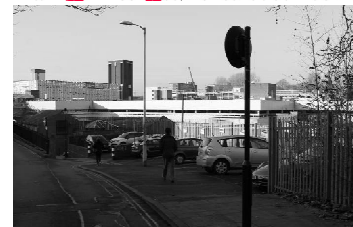
Site 01-10 Adlington Walk

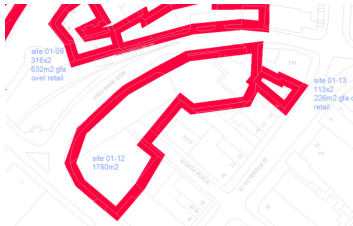
Extending the facade of Merseyway to Great Underbank, built out over loggia.
Ground floor assumed continued use as retail, currently post office and 'Pound Empire'.
Potential to create pedestrian square by blocking Chestergate nearer to Mersey Sq.
There is scope for housing across the whole rootscape of Merseyway. This would both generate a demand for civic amenity, cafes and restaurants, and improve the passive supervision of the centre.



Site 01-11 Pickford's Brow

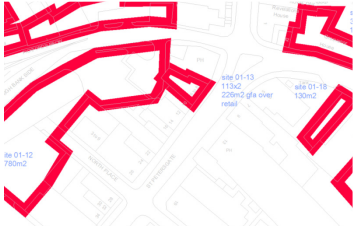
Currently surface parking in CA.





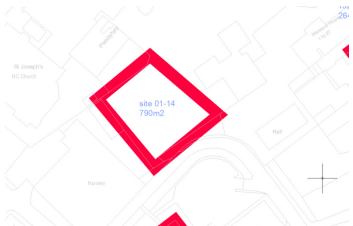
Site 01-12 High Bank Side

Currently surface parking in CA.
Potential courtyard with access from High Bank Side.



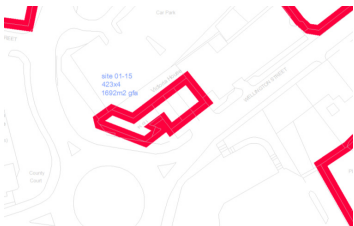
Site 01-13 St Petersgate

Vacant building.
Rear currently surface parking in CA, could be jointly considered with Site 01-12.
Ground floor assumed retail, although currently vacant.



Site 01-14 Albert Terrace

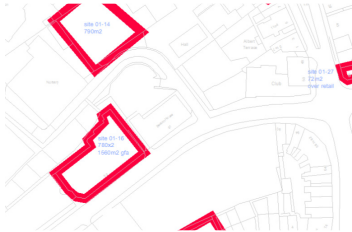
Currently surface parking in CA.



Site 01-15 Piccadilly

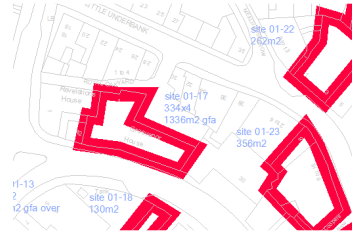
Vacant building.
Structure assumed sound and retained, building reclad with shading and insulation upgrade.
Basement car park with ramp retained.





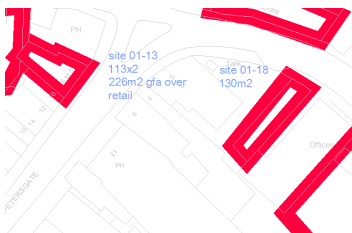
Site 01-16 Wellington St

Vacant building.



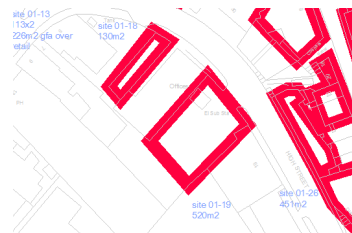
Site 01-17 Royal Oak Yard

Vacant building.



Site 01-18 High St

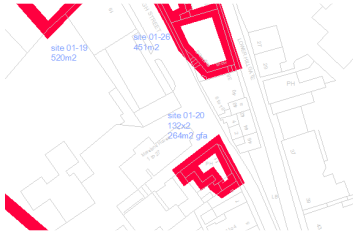
Currently surface parking in CA.
Site occupied which does not have windows to occupied building adjacent.



Site 01-19 High St

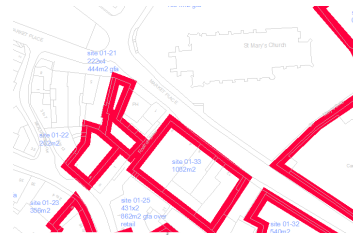
Currently surface parking in CA.
Site occupied which does not have windows to occupied building adjacent.
Potential courtyard development.





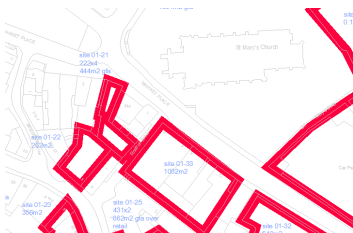
Site 01-20 High St ex Royal Oak

Vacant building.



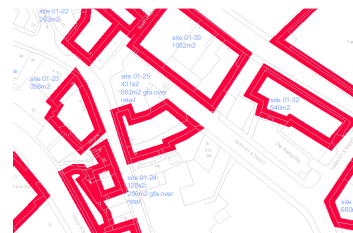
Site 01-21 Market Place to Roston Brow

Vacant building.
Building forms an L-shape around pub. Churchgate / Millgate here is little more than a ratrun to Asda, and cuts off St Mary's from the Marketplace. A New Millgate could be closed permanently to traffic from St Mary's car park to Asda, be safe and pleasant, improve opportunities for market traders and adjacent retail space, and re-connect St Mary's Parish Church. Highway engineering replaced by people.



Site 01-22 Lower Hillgate

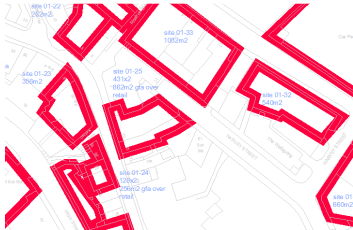
Vacant site.



Site 01-23 Lower Hillgate

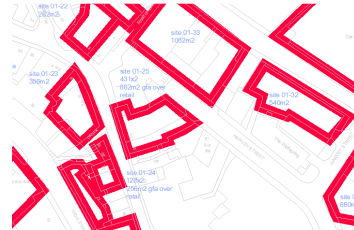
Vacant building with vacant site adjacent.





Site 01-24 Lower Hillgate

Vacant building.



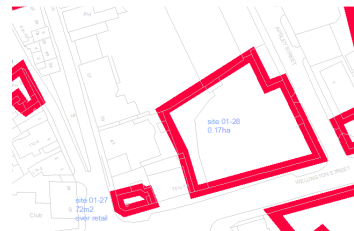
Site 01-25 Lower Hillgate

Vacant building.



Site 01-26 Lower Hillgate to High St

Vacant site on two levels.



Site 01-27 Lower Hillgate / Wellington St

Vacant building.



Site 01-28 Wellington St

Currently surface parking in CA.



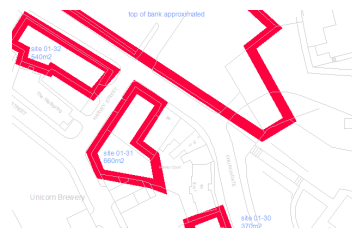
Site 01-29 Wellington St / Churchgate

Vacant site.



Site 01-30 Churchgate

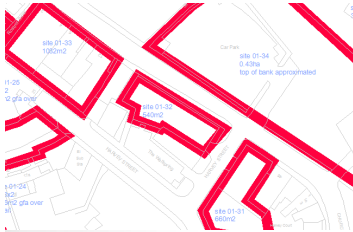
Vacant site.



Site 01-31 Churchgate

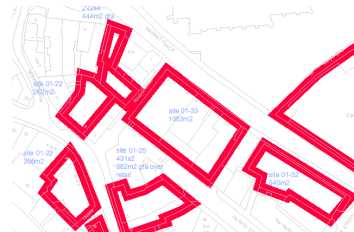
Partly vacant site, partly surface parking in CA.





Site 01-32 Churchgate

Partly vacant site, partly surface parking in CA.



Site 01-33 Churchgate

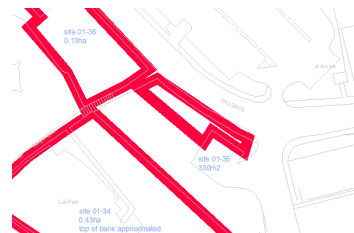
Vacant buildings.

Improved Churchgate/Millgate, see Site 01-21.



Site 01-34 Churchgate

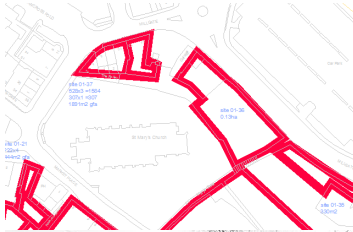
Partly vacant site, partly surface parking in CA.



Site 01-35 Millgate / New Bridge Lane

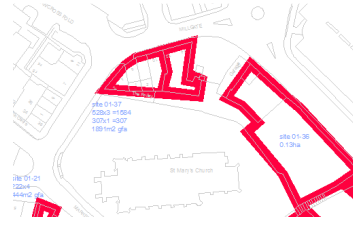
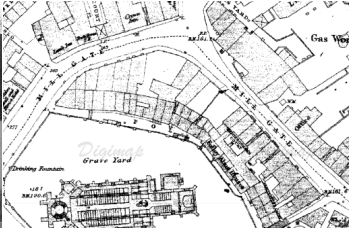
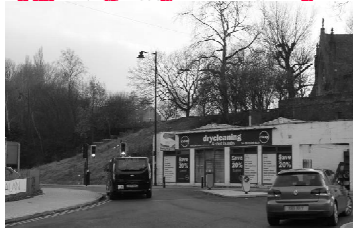
Vacant site between car park and road, and West extending to St Mary's Steps.





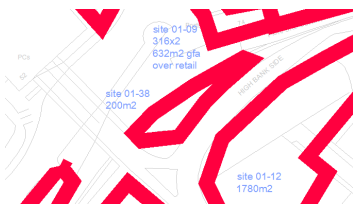
Site 01-36 Millgate / New Bridge Lane

Vacant (laundry) building with vacant site adjacent. The vacant site is steeply sloping but is in a prime location; see also historic map evidence below – the site was the former location of “Folley Alms Houses”, the retaining wall for these possibly survives behind the current grass bank.



Site 01-37 Millgate (ex Gorvins)

Vacant buildings. Gorvins have moved to Dale House.



Site 01-38 High Bank Side

Vacant site.



Site 01-39 St Petersgate Marketplace

Vacant building. Ground floor assumed retail/leisure, although currently vacant.



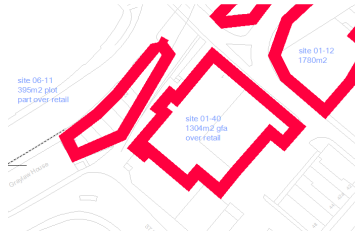
Site 01-40 High Bank Court

Vacant building above retail.
Ground floor assumed retail/leisure, although half is currently vacant.



Site 01-41 and 01-42 Little Underbank

Vacant buildings.
Ground floor assumed retail/leisure, although currently vacant.



Site 01-43 Mealhouse Brow

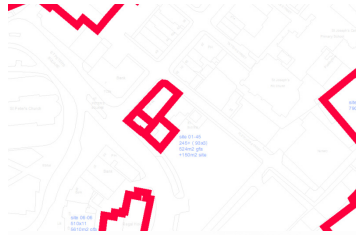
Currently surface parking in CA.
Some service to continue below new infil.



Site 01-44 Bridge St Brow

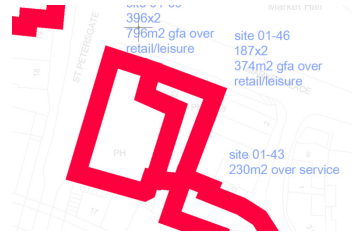
Vacant building.
Ground floor assumed retail, although currently vacant.





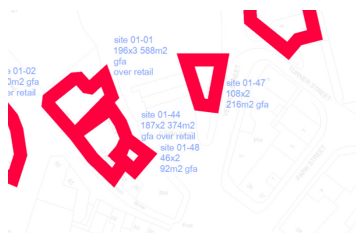
Site 01-45 St Peter's Square

Vacant building.
Vacant site to rear.
Ground floor assumed retail, although currently vacant.



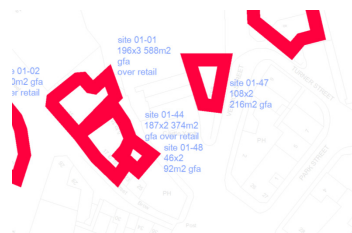
Site 01-46 Bulls Head Marketplace

Vacant building.
Ground floor assumed leisure, although currently vacant.



Site 01-47 Castle Yard

Vacant building.
The large floorplate above Sports Direct is also vacant.



Site 01-48 Castle Yard

Vacant building.



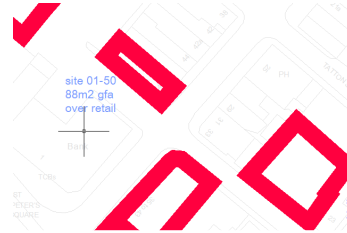
Site 01-49 Fletcher St

Vacant building.
A shed type building taken as a vacant site.



Site 01-50 St Petersgate

Vacant building.



Site 02-01 Covent Gardens

Vacant buildings and sites.
Stockport's first 'Block of Flats' have for some time been earmarked for redevelopment but survive and could beneficially be retained as houses with sensitive additions.
The adjacent sites run down to Hillgate at Covent Gardens, Garnett St and Crowther St.



Site 02-02 Middle Hillgate

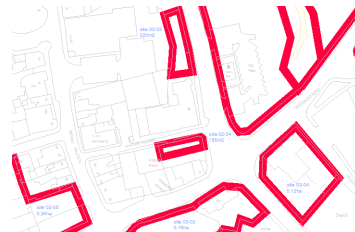
Vacant site.
Includes ex Carlsson interiors showroom, now vacant.





Site 02-03 Hopes Carr

Currently surface parking in CA.



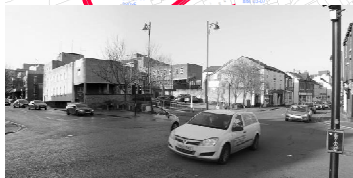
Site 02-04 Watson Sq / Hopes Carr

Currently surface parking in CA.
Site occupied which does not have windows to occupied building adjacent.



Site 02-05 Middle Hillgate / Edward St

Currently vacant building and surface parking in CA.



Site 02-06 Hopes Carr

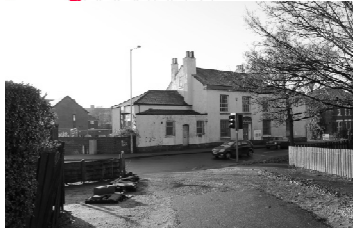
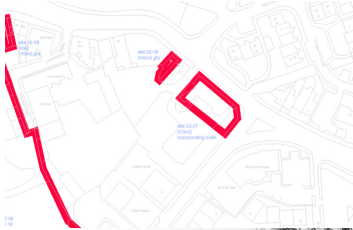
Vacant site.
The site includes a habitat / landscape zone alongside the otherwise culverted Tin Brook; this strip has been omitted from site area.
The extravagantly engineered access road off Waterloo Rd is left, though this could form additional site area for development in due course. A pedestrian piazza here would make beneficial use of this space.





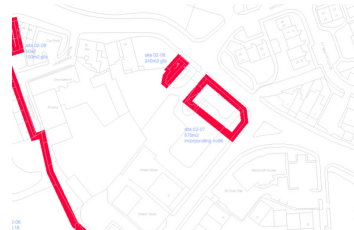
Site 02-07 Churchgate – Spring Gardens / Waterloo Rd

Vacant building with adjacent site.
The HE listing for 96 Churchgate states, "No 96 forms a group with Nos 2 to 10 (even) Spring Gardens, which are of local interest." This latter does not appear to exist, perhaps replaced by Moorcroft House and the Waterloo Rd / Spring Gardens junction engineering.



Site 02-08 Churchgate

Vacant building with adjacent site.



Site 02-09 Churchgate

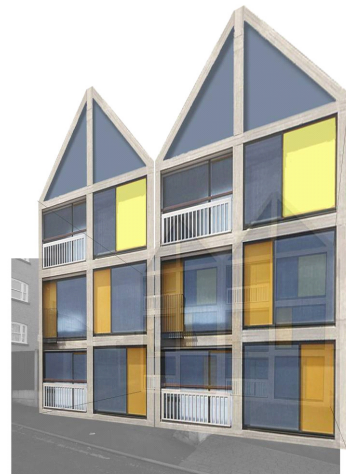
Vacant building.
Ground floor assumed retail/leisure, and thriving.



Site 02-10 Hopes Carr

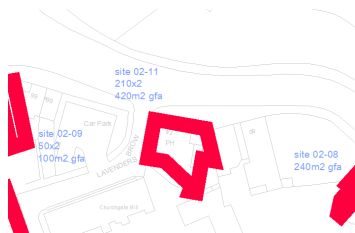
Vacant building.
Ground floor of new residential block unlet since completion.





Site 02-11 Churchgate

Vacant building.



Site 02-12 Watson Sq

Currently surface parking in CA.



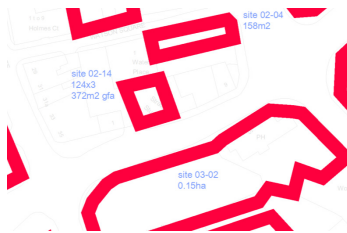
Site 02-13 London Place

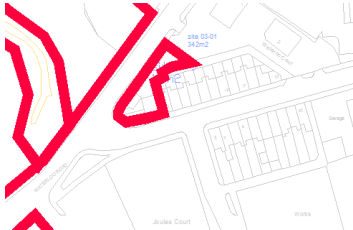
Vacant site
London Place currently a road to nowhere.



Site 02-14 Waterloo Road

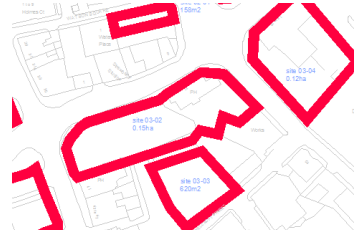
Vacant building.
Formerly 'Strawberry Studios'.





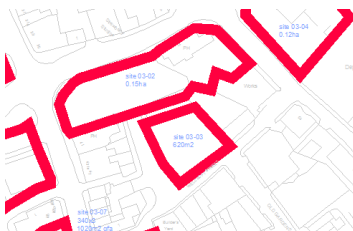
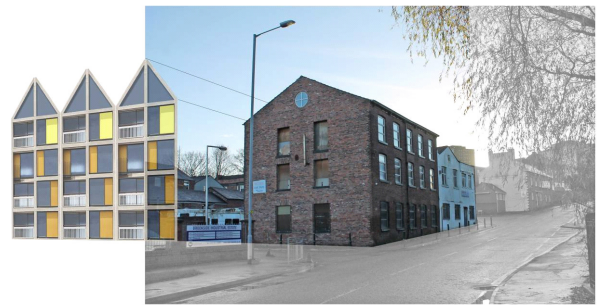
Site 03-01 Upper Brook St / Waterloo Rd

Vacant building with adjacent site.



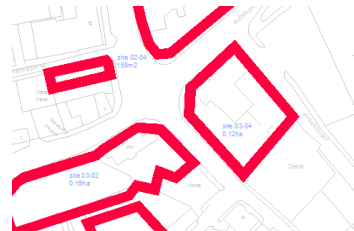
Site 03-02 Waterloo Rd / Hillgate to Canal St

Vacant buildings and sites.



Site 03-03 Wellcroft St

Surface parking in CA.



Site 03-04 Waterloo Rd / Canal St, Joules Ct

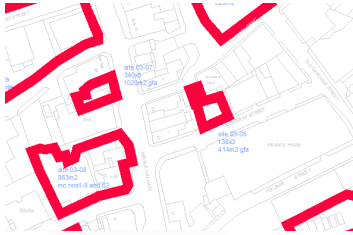
Vacant buildings and site.





Site 03-05 Mowbray St

Vacant building.



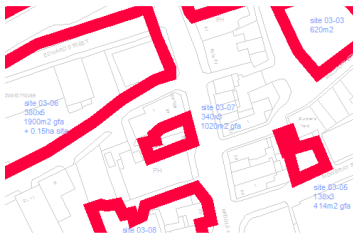
Site 03-06 Middle Hillgate / Edward Street, with Edward House.

Vacant building and surface parking in CA.



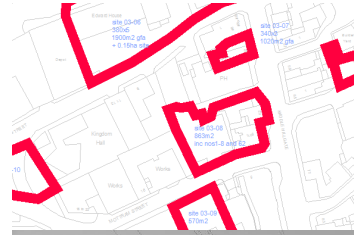
Site 03-07 Middle Hillgate

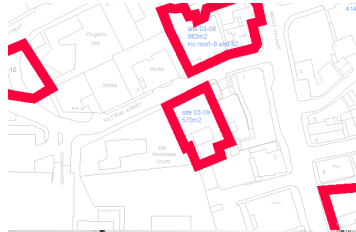
Vacant building.



Site 03-08 Middle Hillgate / Mottram St

Vacant buildings and surface parking in CA.





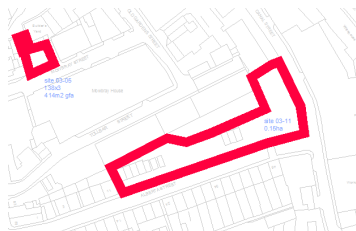
Site 03-09 Mottram St

Vacant building.



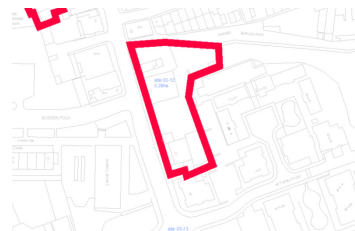
Site 03-10 Bamford St / Mottram St

Vacant grass site.



Site 03-11 Alberta St / Canal St

Vacant site.
The 9 existing garage spaces could be accommodated at level step change.



Site 03-12 Middle Hillgate

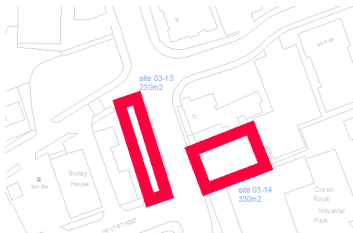
Vacant site.
The existing vacant industrial shed removed. No 5 in very poor condition also assumed removed though could be restored within project.





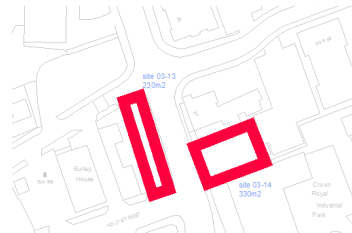
Site 03-13 Higher Hillgate HSS

Currently surface parking in CA.



Site 03-14 Higher Hillgate

Vacant grass site.
No27adjacent is listed.



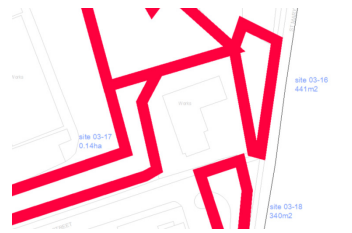
Site 03-15 St Mary's Way behind Percival steel fabricators yard

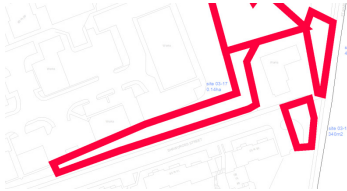
Vacant site.
Access from either St Mary's Way via site 03-16, or from Shawcross St via site 03-17, or from Canal St / Higher Barlow Row via the vacant land at the bottom of the footpath to nowhere leading from Hatters Court. Site boundary would leave landscape / habitat strip alongside Tin Brook.



Site 03-16 St Mary's Way

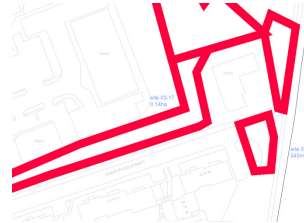
Vacant site.





Site 03-17 Shawcross St

Vacant site.



Site 03-18 St Mary's Way / Shawcross St

Vacant site.



Site 03-19 Unity Way / Shawcross St

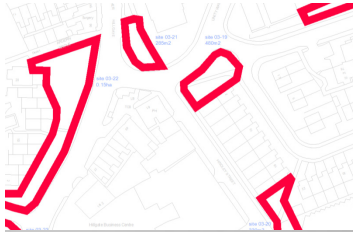
Vacant site.
An example of grass verge at gable end development.



Site 03-20 Hindley St

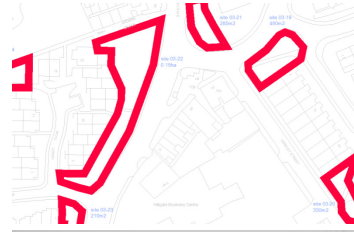
Vacant site.
An example of grass verge at gable end development.





Site 03-21 Higher Hillgate / Unity Way

Partly vacant grass site, partly surface parking in CA.



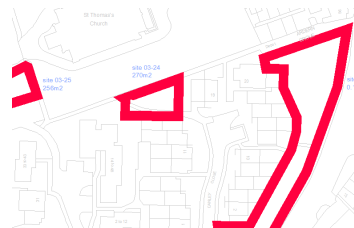
Site 03-22 Higher Hillgate / Canley Close

Vacant grass site.
This site could expand to recover space from the excessive width of Higher Hillgate at this point, width which is merely taken up by car parking.



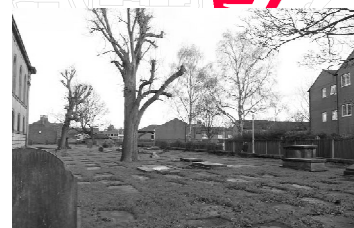
Site 03-23 Higher Hillgate / Canley Close

Vacant grass site.



Site 03-24 Canley Close adjacent St Thomas's Churchyard

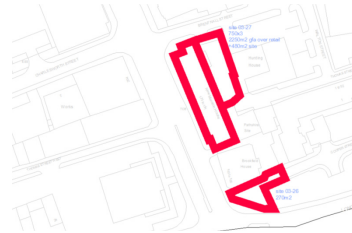
Vacant grass site.





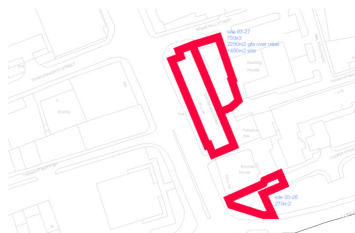
Site 03-25 St Thomas's Place

Vacant grass site.
Surface parking adjacent serving housing on Elizabeth Place assumed to remain, outside CA.
St Thomas's Place would be pedestrianised.



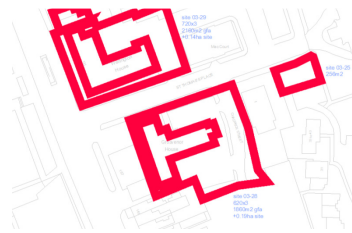
Site 03-26 Wellington Road South / Cooper St

Vacant site.



Site 03-27 Wellington Road South, New Mansion House

Vacant building and site.
Development of site assumed behind retained building.
Ground floor assumed retail to continue.



Site 03-28 Wellington Road South, Grosvenor House

Vacant building and site.
Development of site assumed behind retained building.



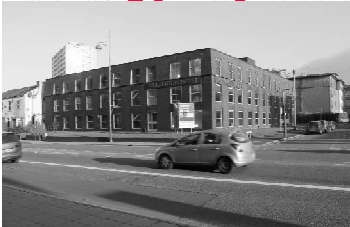
Site 03-29 Wellington Road South, Wellington House

Vacant building and site. Development of site assumed behind retained building. Development of vacant grass verge around facade of building for additional space and shading and thermal insulation upgrade.



Site 03-30 Wellington Road South

Vacant building.



Site 03-31 Union St

Vacant building.



Site 03-32 Marriot St

Vacant site.





Site 03-33 Wellington Road South / Ratcliffe St

Vacant building.



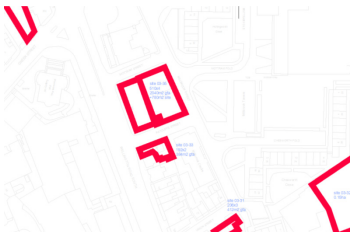
Site 03-34 Higher Hillgate

Vacant building and site.



Site 03-35 Wellington Road South, Hygarth House

Vacant building and site.



Site 03-36 Hillgate / Tollbar St

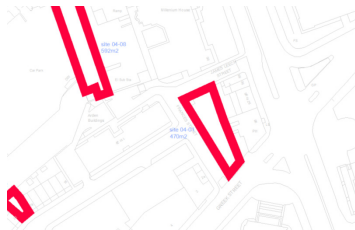
Vacant buildings and site.





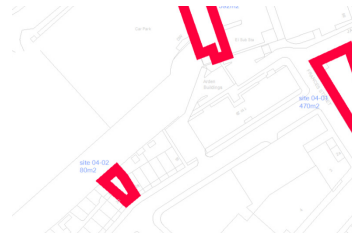
Site 04-01 Greek St / Thomson St

Currently surface parking in CA.



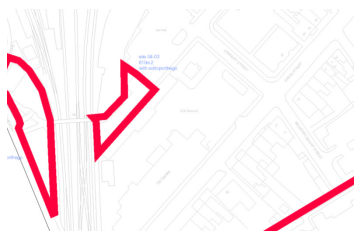
Site 04-02 Thomson St

Vacant site.
Wedge shaped, expanding away from street frontage.
An example of gable infill between houses.
Prior to construction of the NCP car park, this gap site gave glimpsed views across the Mersey Valley toward Manchester, with the Beetham (Hilton) tower visible. It no longer has purpose.



Site 04-03 Thomson St at railway bridge

Vacant site, yellow lined but used for parking.
A passage would be retained for railway bridge access.



Site 04-04 Shaw Heath at railway bridge

Vacant site, grassed, Also vacant an area fenced.
A passage would be retained for railway bridge access.





Site 04-05.1 Shaw Heath Workhouse

Vacant site and buildings.
Buildings former workhouse and St Thomas's Hospital, some derelict but mostly repair-able, beneficially retained and converted to houses.
The site forms part of the failed expansion of Stockport College.



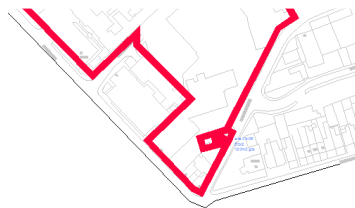
Site 04-05.2 Shaw Heath Workhouse

Vacant site and buildings.
Buildings former workhouse and St Thomas's Hospital, some derelict but mostly repair-able, beneficially retained and converted to houses.
The site forms part of the failed expansion of Stockport College.
Also included vacant buildings fronting Shaw Heath.



Site 04-06 Junction St

Vacant building.
Logically would be incorporated in Site 04-05



Site 04-07 Railway Road

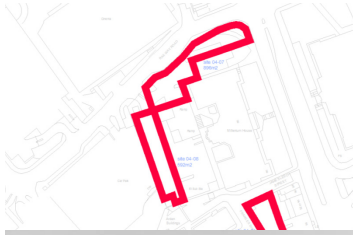
Currently surface parking in CA.
New build would be set away from windows to habitable rooms.





Site 04-08 Railway Road

Currently surface parking in CA.
New build on the car park would be set away from windows to habitable rooms so forming a courtyard.



Site 04-09 Exchange

Vacant building.
Ground floor assumed retail, although currently vacant.
Much vacant land around, to be reassessed when development work complete in this area.



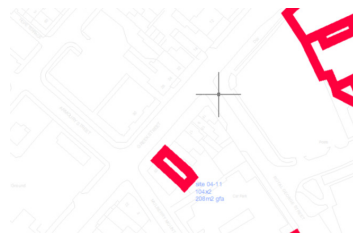
Site 04-10 Exchange

Vacant site.
(construction compound)
Much vacant land around, to be reassessed when development work complete in this area.



Site 04-11 Greek St

Vacant building.

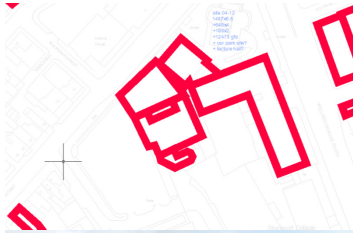




Site 04-12 Stockport College

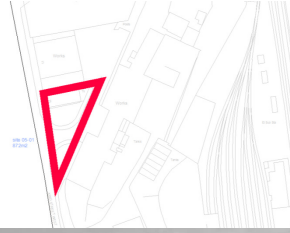
Vacant buildings.
The full extent of vacant buildings at the college is changing (increasing). Shown here are:

- Reuel Harrison Building
- 1908-10 building by Cheers & Smith
- Land in front (not included, this building should have a decent setting)
- Lecture theatre (not included, not easily converted to housing, assumed used for community purpose)



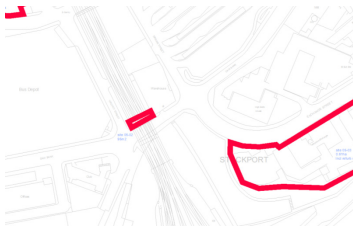
Site 05-01 King St West / Shield St

Vacant site and building.



Site 05-02 Daw Bank

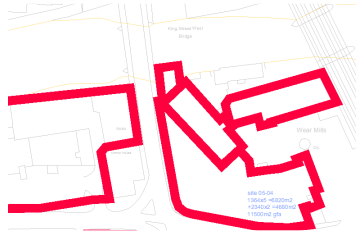
Vacant site.
Other sites under the viaduct may well be available.



Site 05-03 Exchange St and PO

Vacant site and buildings.





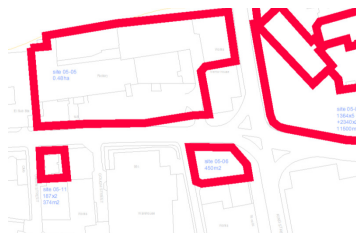
Site 05-04 King St West, Chestergate Mill

Vacant buildings.
Additional under-viaduct space may be available but not assumed.



Site 05-05 King St West / Chestergate

Vacant site.
Includes vacant building fronting King St West, but not the nursery in Mentor House.



Site 05-06 King St West / Chestergate

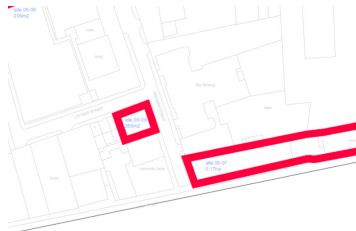
Vacant site.
Opposite corner to Site 05-05



Site 05-07 Wood St

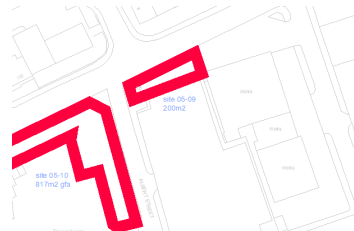
Vacant site and building.





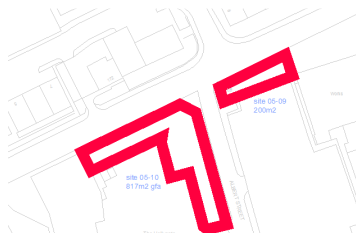
Site 05-08 Lottery St

Vacant site.



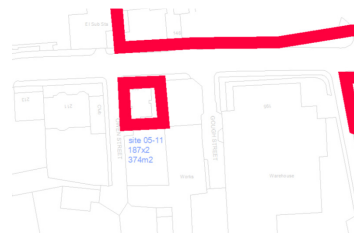
Site 05-09 Chestergate

Vacant site.



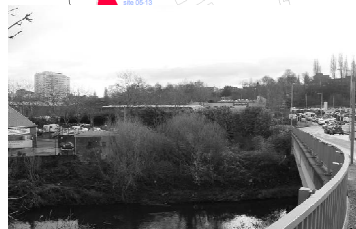
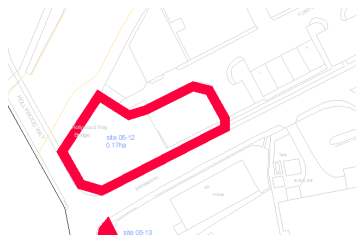
Site 05-10 Chestergate

Vacant building.
Some site area to the courtyard may be available but not included.



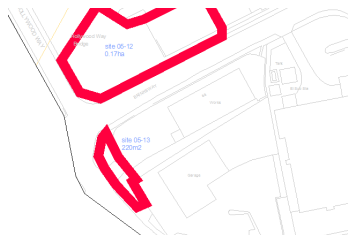
Site 05-11 Chestergate / Owen St

Vacant building and site.



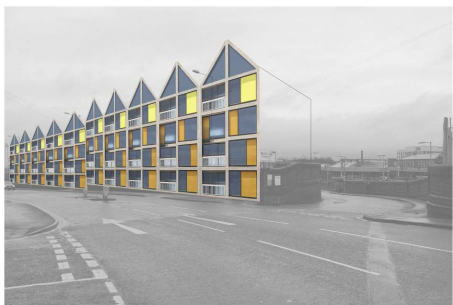
Site 05-12 Brinksway / Hollywood Way

Vacant site.



Site 05-13 Wood St / Brinksway

Vacant site.



Site 05-14 Shaw Heath

Vacant site.



Site 05-15 King St West

Vacant site.
Currently car parking; built over assuming car parking remains, this and site 05-16.

These two are fairly straightforward sites and are included; how many others could there be?

- Peel Centre
- Tesco
- Decathlon
- Belmont Asda
- Matalan
- Heaton Lane car park frontage
- Fletcher St car park
- London Square car park
- New Bridge Lane car park
- Railway Rd car park East of NCP

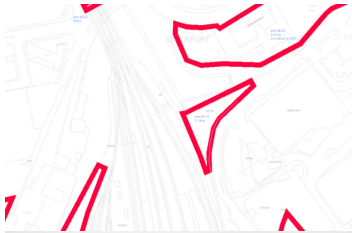


Site 05-16 Station Rd

Vacant site.
Currently car parking; built over assuming car parking remains, this and site 05-15.

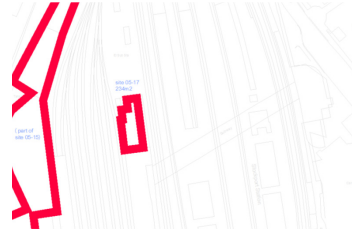
These two are fairly straightforward sites and are included; how many others could there be?

- Peel Centre
- Tesco
- Decathlon
- Belmont Asda
- Matalan
- Heaton Lane car park frontage
- Fletcher St car park
- London Square car park
- New Bridge Lane car park
- Railway Rd car park East of NCP



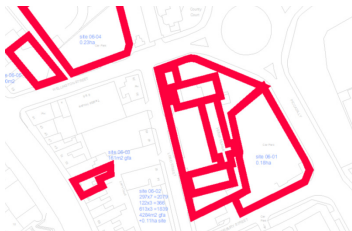
Site 05-17 Station Road

Vacant building.
At upper level.
Handy for the train.



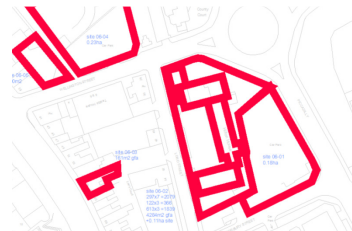
Site 06-01 Piccadilly

Vacant site.
In conjunction with 06-02.



Site 06-02 Hilton House

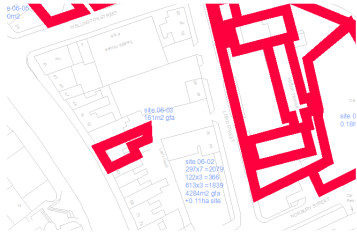
Building almost entirely vacant.
In conjunction with 06-01.





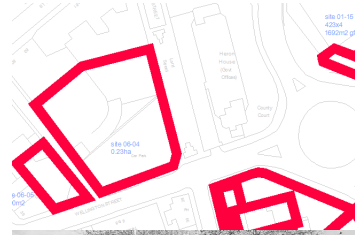
Site 06-03 Wellington Road South

Vacant building.



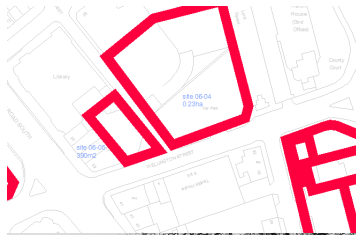
Site 06-04 Wellington St / Lord St

Currently surface parking in CA.



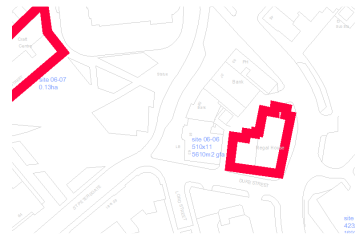
Site 06-05 Wellington St / Lawrence St

Currently vacant site / surface parking in CA.



Site 06-06 Piccadilly, Regal House

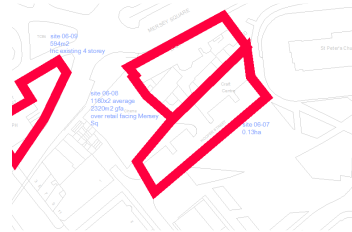
Vacant building.





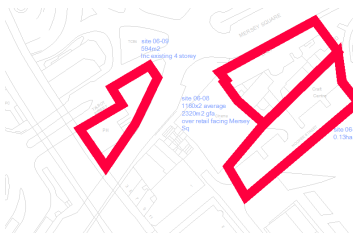
Site 06-07 Hooper St, Stockport Village

Currently surface parking in CA.
Return to Petersgate House.



Site 06-08 Mersey Square, Stockport Village

Vacant building.
Nos 1-17 Mersey Sq below are occupied retail, this use is assumed to continue.



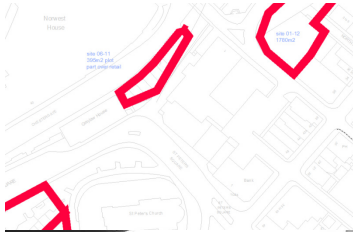
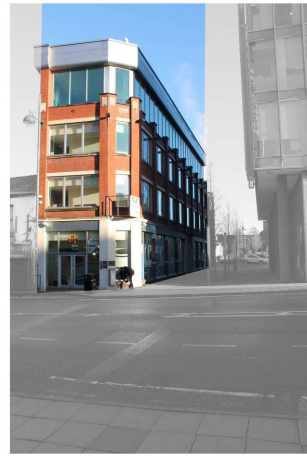
Site 06-09 Mersey Square

Vacant building and site.
The Wellington Inn (aka Ups & Downs) has been vacant since the 1980's.
Mersey Square is currently a nonsense of bus routes, not a square in a civilised sense. This site should be considered together with Site 06-16 in a coherent plan.



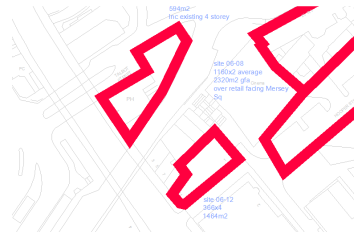
Site 06-10 Mersey Square / Chestergate

Vacant building.



Site 06-11 Chestergate / Great Underbank

Building in airspace over existing single storey. Existing ground floor retail to remain.



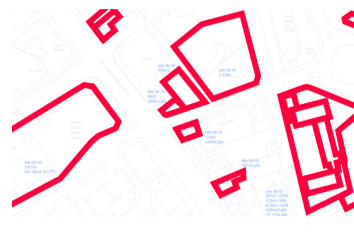
Site 06-12 Wellington Road South, Douro House

Vacant building.



Site 06-13 Wellington Road South, Manchester Arms

Vacant building. Small site to the side.



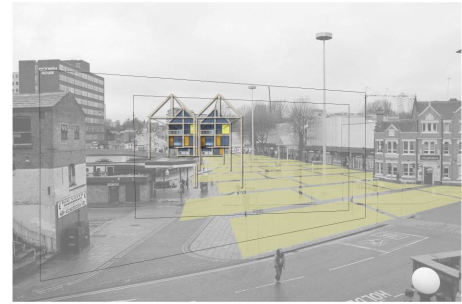
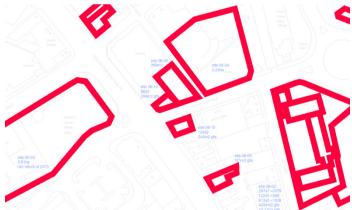
Site 06-14 Wellington Road South / Wellington St

Vacant building.



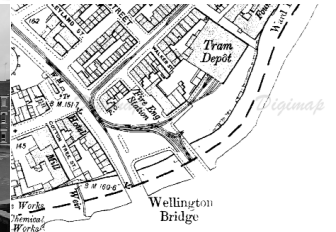
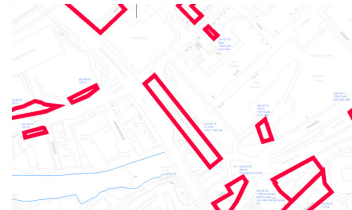
Site 06-15 Wellington Road South, Unity Inn

Vacant building.



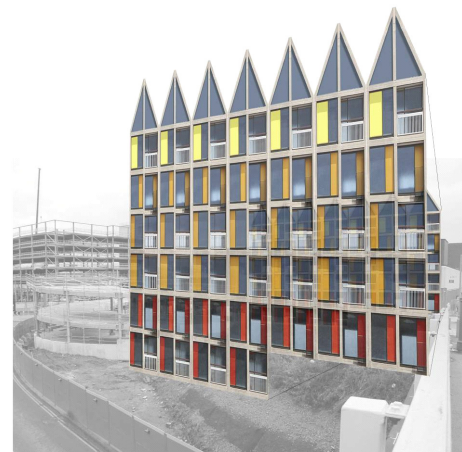
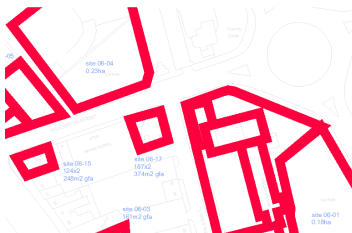
Site 06-16 Mersey Square

Vacant site.
Lower floor(s) would be open for retail / cafes / 192 waiting.
Mersey Square is currently a nonsense of bus routes, not a square in a civilised sense, and never has been. This site should be considered together with Site 06-09 in a coherent plan.



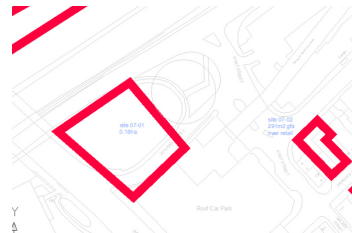
Site 06-17 Wellington St, Jack Horners

Vacant building.



Site 07-01 Wellington Road North, Debenhams

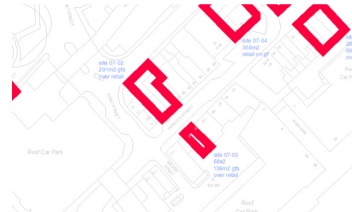
Vacant site assumed.
Whilst at the time of this survey (2016/7) the site is under construction as a vehicle ramp to a multi-storey car park, it is clear that much space will be left over between the spiral ramp and the A6.





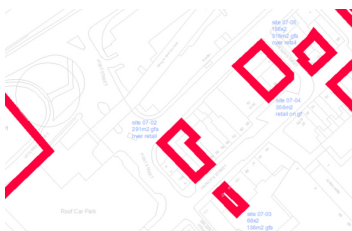
Site 07-02 Princes St

Vacant building.



Site 07-03 Princes St

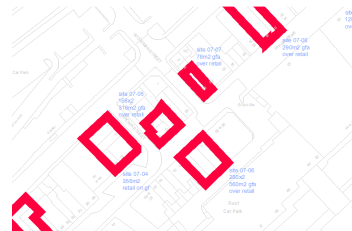
Vacant building.



Site 07-04 Princes St

Vacant site, currently in use as contractors compound for multi storey car park construction.

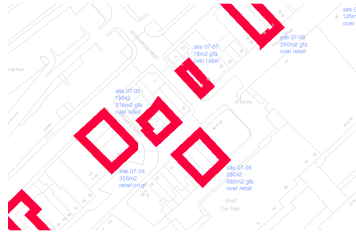
Princes Street would be a solely space here.



Site 07-05 Princes St

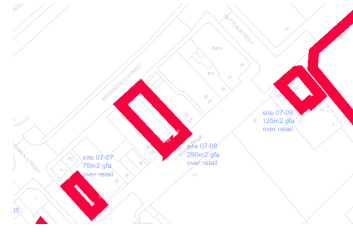
Vacant building.
Ground floor assumed retail, although currently vacant.





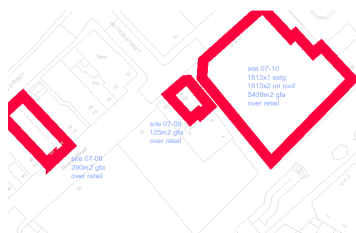
Site 07-06 Princes St

Vacant building.
Ground floor assumed retail, although currently vacant.



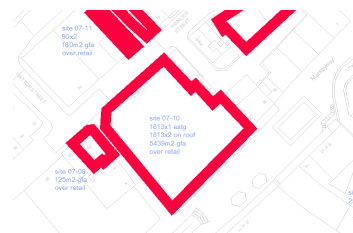
Site 07-08 Princes St

Vacant building.
Ground floor assumed retail, although currently vacant.



Site 07-09 Princes St

Vacant building.
Ground floor assumed retail, although currently vacant.



Site 07-10 Princes St, BHS

Vacant building.
Ground floor assumed retail, although currently vacant.
There is scope for housing across the whole roofscape of Merseyway. This would both generate a demand for civic amenity, cafes and restaurants, and improve passive supervision in the town centre.





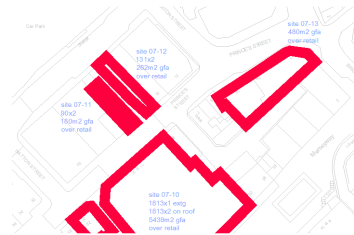
Sites 07-11 and 07-12 Princes St

Vacant buildings.
Ground floor assumed retail, although currently vacant.



Site 07-13 Princes St

Vacant building.
Ground floor assumed retail, although currently vacant.



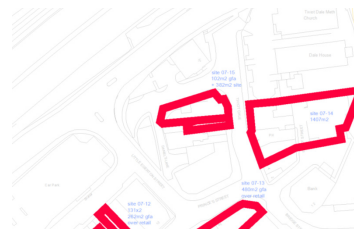
Site 07-14 Tiviot Dale

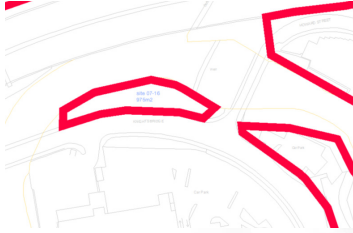
Vacant site.



Site 07-15 Tiviot Dale, The Full Shilling

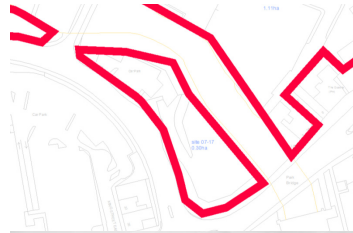
Vacant site and building.





Site 07-16 Knightsbridge

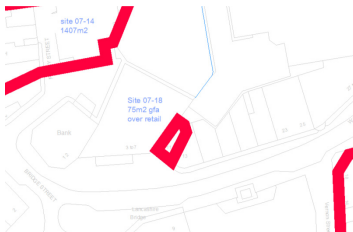
Vacant site.
River frontage apartments.



Site 07-17 Knightsbridge / Great Portwood St

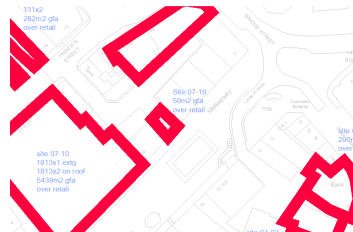
Vacant site.
River frontage apartments.

The Knightsbridge / Great Portwood St junction is a hostile place for pedestrians at a busy crossing between Merseyway and the Peel Centre. A pedestrian priority shared space with 5mph vehicle speed restriction is proposed here.



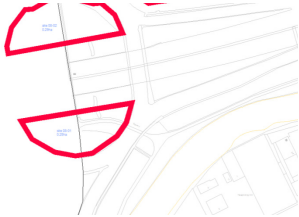
Site 07-18 Lancashire Bridge

Vacant building.
Ground floor assumed retail, although currently vacant.



Site 07-19 Merseyway

Vacant building.
Ground floor assumed retail, although currently vacant.



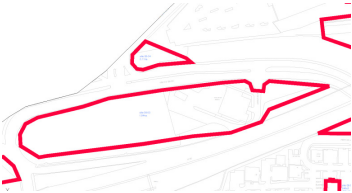
Site 08-01 M60 J1 Roundabout South

Vacant site.
Passage through to bridge.



Site 08-02 M60 J1 Roundabout North

Vacant site.
Passage through to bridge.



Site 08-03 Travis Brow

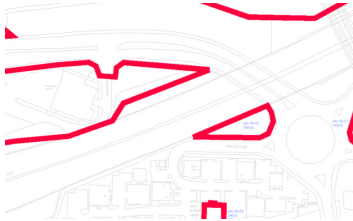
Vacant site, partly occupied by ambulance garage, which is assumed could be relocated or built over within the development.



Site 08-04 Travis Brow / George's Rd

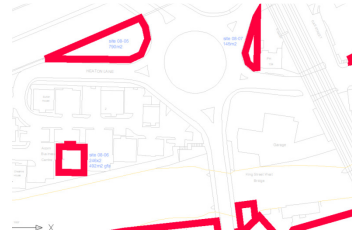
Vacant site.
Retain passage against retaining wall.
Possible bridge connection to Decathlon.





Site 08-05 Heaton Lane Roundabout

Vacant site.



Site 08-06 Heaton Lane, Acorn Business Park

Vacant building – one unit currently for sale.



Site 08-07 Heaton Lane Roundabout, The Crown

Vacant site.
Example of gable wall to vacant site development.



Site 08-08 Heaton Lane Car Park

Vacant site.





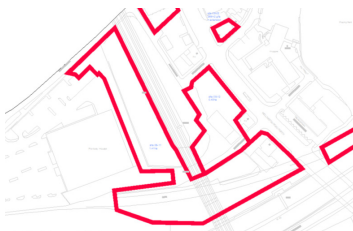
Site 08-09 Heaton Lane Car Park

Vacant site.



Site 08-10 Heaton Lane / Astley St

Vacant site.



Site 08-11 Wellington Road North to Decathlon

Vacant site.



Site 08-12 Wellington Road North

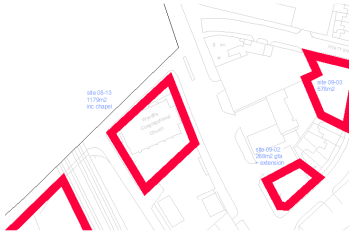
Vacant site.
Railway Street absorbed into site.





Site 08-13 Wellington Road North Chapel

Vacant building and site.



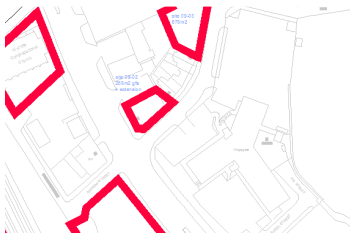
Site 09-01 Tiviot Dale Railway Cutting

Vacant site.
Access from Wellesley House and/or Hatton St and/or tunnels.



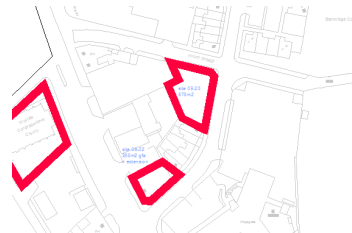
Site 09-02 Wellington Road North

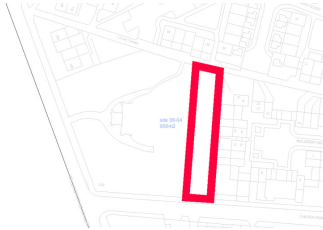
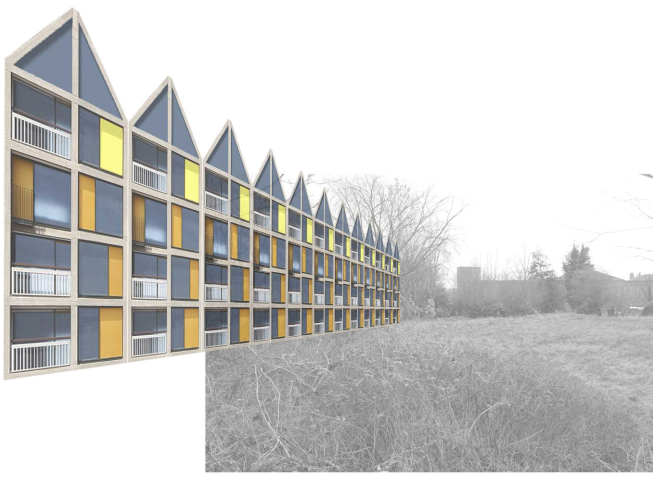
Vacant building and site.



Site 09-03 Wellington Road North / Wyatt St

Vacant site(s).
The site to left is vacant, the site to right is in temporary use as surface car park.





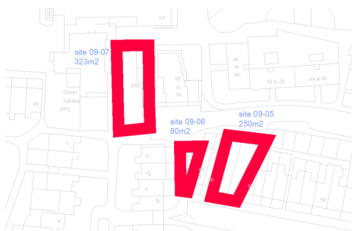
Site 09-04 Church Rd / Church Terrace

Vacant site.
This strip is separate from Christ Church churchyard. Christ Church was demolished in 1977 except for the tower. It appears possible to build on much of the churchyard East of the tower, though not included here.



Sites 09-05 and 09-06 Love Lane / Quantock Close

Vacant sites.
Example of gable development and of gap site infill.



Site 09-07 Asda

Vacant site.
Example of gap site infill.
Passage between Asda and Quantock Close retained.



Site 09-08 Belmont Way / Baker St

Vacant building and site.
Late 20C assessment centre disused, assumed replaced.
Vacant grass site between existing site boundary and Belmont Way included.





Site 09-09 Belmont Way / Belmont St

Vacant site.
Oversized pavement in this area assumed reduced.



Site 09-10.1 Belmont Way / Belmont Close

Vacant site.
Two-storey housing on grass triangle.
Disused industrial building on Hesketh St assumed replaced.



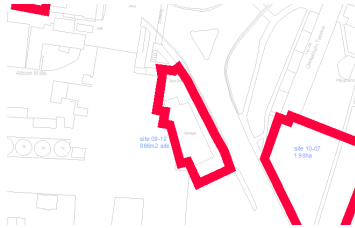
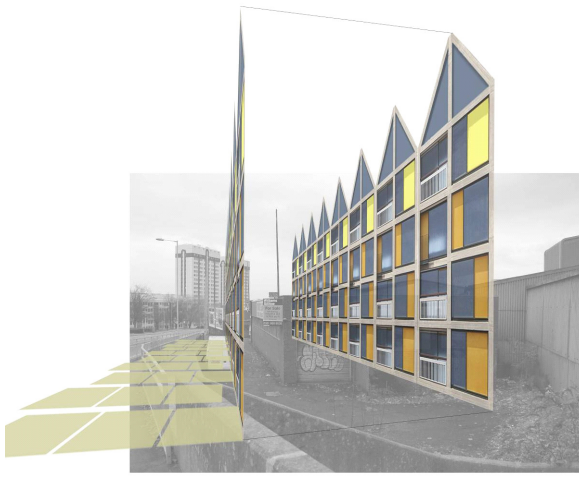
Site 09-10.2 Belmont Way / Old Rd

Vacant site.
Disused industrial building on Hesketh St assumed replaced.
Former pub now vacant retained (?as pub).
Street pattern no longer necessary as vehicle routes in new project.



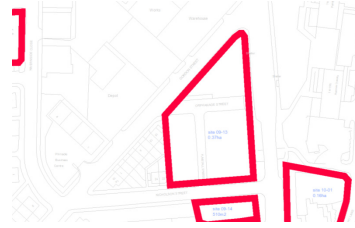
Site 09-11 Belmont Way

Vacant site.
Example of pocket site brought into use.



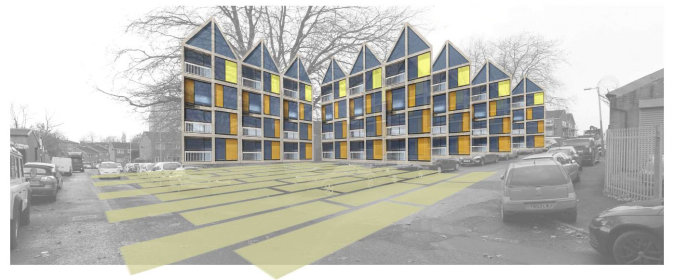
Site 09-12 Lancashire Hill

Vacant site.
Existing industrial shed assumed replaced.
Threshold space to Lancashire Hill.



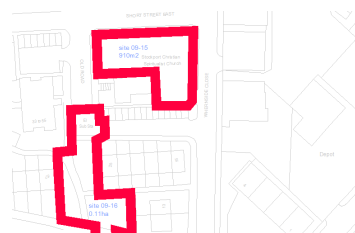
Site 09-13 Gordon St / Nicholson St

Vacant site.



Site 09-14 Nicholson St

Vacant site.
Could be taken with Site 09-13 as a continuous site, and
Nicholson St closed.



Site 09-15 Short St / Whernside Close

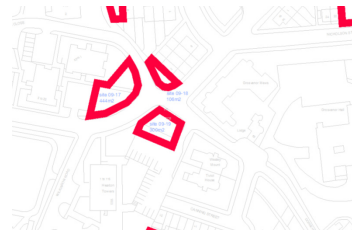
Vacant site.
Pedestrian piazza threshold space.





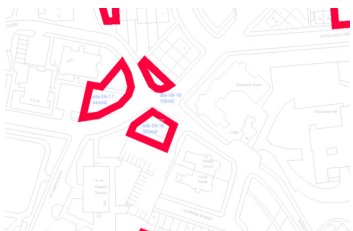
Site 09-16 Old St

Vacant site.
Connected vacant grass verge sites which could form a linked ribbon terrace.



Site 09-17 Quantock Close

Densification of grass verge site.
Possible extension to care home.
Tower – why not?
Pedestrian space to resolve unsatisfactory highways design.



Site 09-18 Quantock Close

Vacant site.
Example of gable end development.



Site 09-19 Dodge Hill / Gordon St

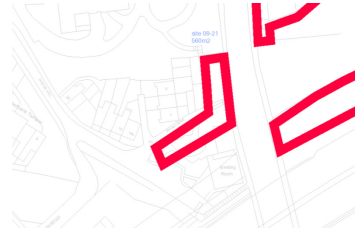
Vacant site.
Pedestrian space to resolve unsatisfactory highways design.





Site 09-20 Florence St

Vacant site.



Site 09-21 Lancashire Hill / Roman Rd

Vacant site.
L-shaped site connects up to Dodge Hill adjacent to Meeting Room.



Site 09-22 Hatton St

Vacant site.
Site at edge of Heaton Norris Park.
Housing here would add passive supervision to the area around the M60 footbridge, and possibly act as a gateway to Site 09-01.
This site with an extended triangle was between 1820 and 1870 the location of Throstle Grove Mill. Subject to level changes there may be a case for extending this site.
Stockport is traditionally characterised by good use of level changes.



Site 10-01 Lancashire Hill / Penny Lane

Vacant 1960's pub on site; could be retained and absorbed in project, or redeveloped.



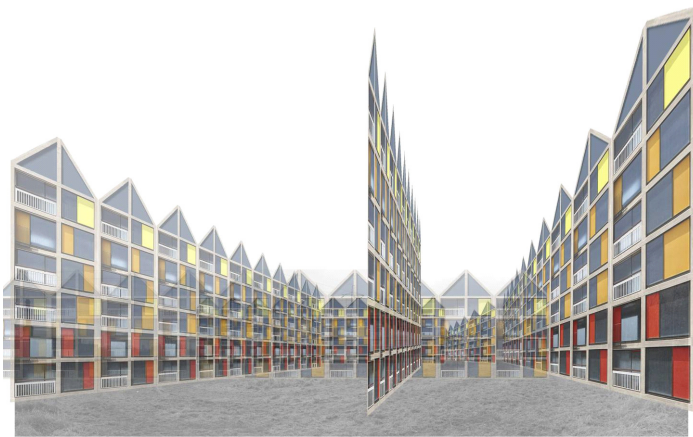
Site 10-02 Lancashire Hill / Penny Lane

Vacant site.



Site 10-03 Tiviot Dale Railway Cutting

Vacant site.
Access from Lancashire Hill and/or site 10-04, and/or site 11-03 and/or tunnel.



Site 10-04 Penny Lane

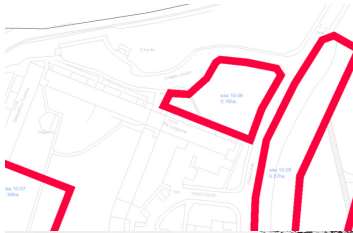
Vacant site.
(The large one on plan).



Site 10-05 Penny Lane

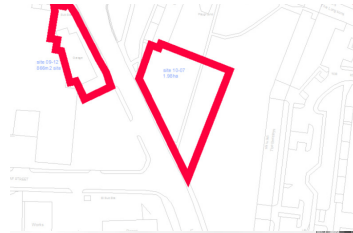
Vacant site.
Land between this site and Site 10-04 is steeply banked and treed.





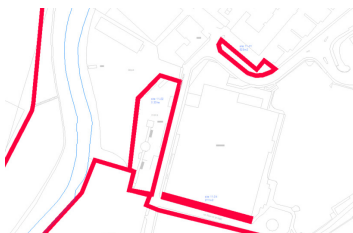
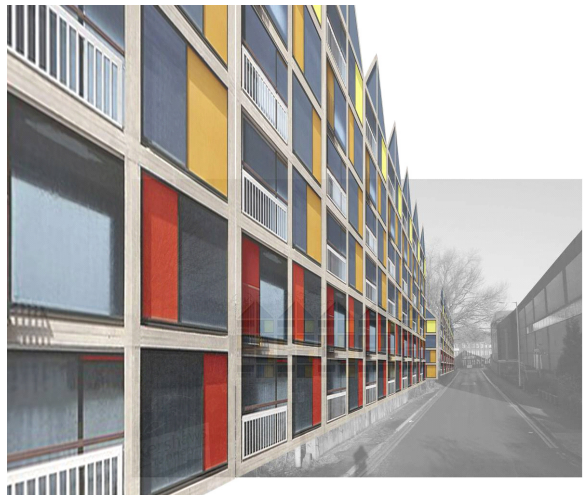
Site 10-06 Penny Lane

Vacant site.
Pedestrian threshold space blocking Penny Lane.



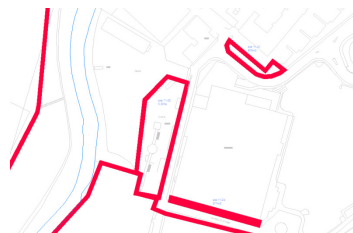
Site 10-07 Lancashire Hill

Vacant grassed site.
Beautiful landscaped park within.



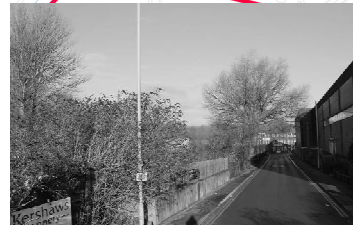
Site 11-01 Water St

Vacant grassed site.



Site 11-02 Water St

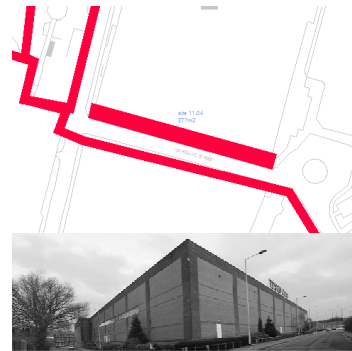
Vacant site.





Site 11-03 Marsland St

Vacant site.



Site 11-04 Marsland St, Tesco

Vacant site.
Access to fire doors retained.
Marsland St halved in width to create outdoor space for single aspect housing (very few cars appear to use Marsland St).



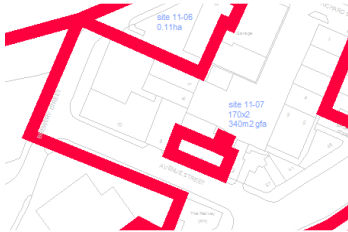
Site 11-05 Avenue St

Vacant sites combined.
The site has a facade onto Great Portwood St at Park Bridge and runs alongside the Goyt up to its confluence with the Tame.
Nos 3-5 Great Portwood St are in poor condition but could be retained as refurb.
The existing street pattern in its current form as parking may have no relevance to the new project.



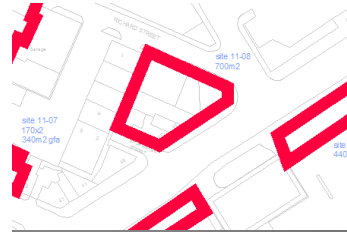
Site 11-06 Brewery St

Vacant site with some derelict buildings.
There is no need for Brewery St / Richard St to link at this point.



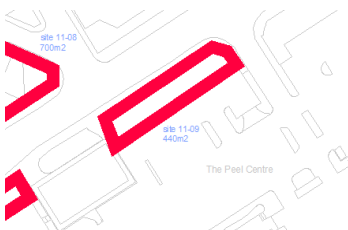
Site 11-07 Avenue St

Vacant building.



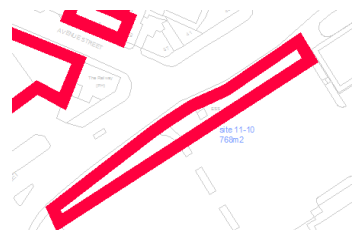
Site 11-08 Great Portwood St

Vacant site.



Site 11-09 Great Portwood St

Vacant site.



Site 11-10 Great Portwood St

Vacant site.





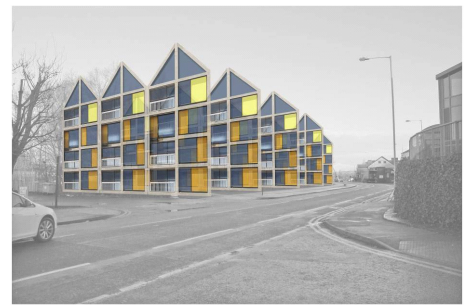
Site 11-11 Mersey St, Gasworks

Vacant site.
Former gasholder bases to be used as the basis for housing courtyards.



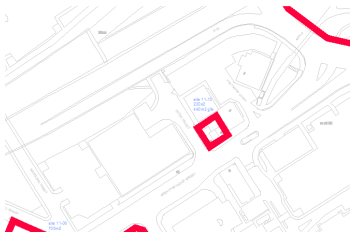
Site 11-12 Portwood Roundabout

Vacant site.



Site 11-13 Great Portwood St

Vacant buildings.



Site 12-01 New Bridge Lane

Vacant site.





Site 12-02 New Bridge Lane / St Mary's Way

Vacant site.



Site 12-03 Alpine Road

Vacant site.



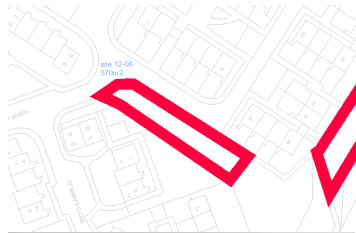
Site 12-04 Rectory Fields

Vacant site.
Access to St Mary's Way bridge retained with small public space to celebrate the crossing.



Site 12-05 Rectory Fields

Vacant site.
Access to Rectory Fields housing retained.
With gap sites opposite existing habitable rooms.



Site 12-06 Rectory Green / Rectory Fields

Vacant site.



Defragmenting Stockport - Density Schedule

Organised into smaller sites up to 500m2 (number of houses calculated by either m2/house or houses/m2 site), and larger sites above 500m2 (number of houses calculated by houses/hectare).

		refurb new build	build / small site area x N storeys	build / small site factor (m2 per house)	houses	site area m2	site factor (houses per ha)	houses	variables
01-01	Great Underbank / Bridge St		588	60	10			0	
01-02	Great Underbank		290	60	5			0	
01-03	Great Underbank		250	30	8			0	
01-04	Marketplace		800	60	13			0	requires 3storey throughout
01-05	Great Underbank		726	60	12			0	
01-06	Great Underbank		1200	60	20			0	
01-07	Vernon St		640	60	11			0	
01-08	Great Underbank		394	60	7			0	
01-09	Great Underbank		632	60	11			0	
01-10	Great Underbank		480	30	16			0	
01-11	Pickfords Brow				0	544	300	16	
01-12	High Bank Side				0	1780	300	53	
01-13	St Petersgate		226	60	4			0	
01-14	Albert Terrace				0	790	300	24	
01-15	Piccadilly		1692	60	28			0	
01-16	Wellington St		1560	60	26			0	
01-17	Royal Oak Yard		1336	60	22			0	
01-18	High St		520	60	9			0	4-storey 130x4
01-19	High St				0	520	300	16	
01-20	High St ex Royal Oak		264	60	4			0	
01-21	Marketplace to Rostron Brow		444	60	7			0	
01-22	Lower Hillgate		262	30	9			0	
01-23	Lower Hillgate		356	60	6			0	more may be possible
01-24	Lower Hillgate		256	60	4			0	
01-25	Lower Hillgate		862	60	14			0	
01-26	Lower Hillgate to High St		451	30	15			0	
01-27	Lower Hillgate / Wellington St		72	60	1			0	
01-28	Wellington St				0	1700	300	51	
01-29	Wellington St / Churchgate				0	560	300	17	
01-30	Churchgate		370	30	12			0	
01-31	Churchgate				0	660	300	20	
01-32	Churchgate				0	540	300	16	
01-33	Churchgate				0	1082	300	32	
01-34	Churchgate				0	4300	300	129	
01-35	Millgate / New Bridge Lane		330	30	11			0	
01-36	Millgate / New Bridge Lane				0	1300	300	39	
01-37	Millgate Gorvins		1891	60	32			0	
01-38	High Bank Side		200	30	7			0	
01-39	St Petersgate Marketplace		796	60	13			0	
01-40	High Bank Court		1304	60	22			0	
01-41	Little Underbank		70	60	1			0	
01-42	Little Underbank		60	60	1			0	
01-43	Mealhouse Brow		115	30	4			0	330m2/2 due to single aspect/ site config
01-44	Bridge St Brow		374	60	6			0	
01-45	St Peters Sq buildings		524	60	9			0	
	St Peters Sq site		150	30	5			0	
01-46	Bulls Head Marketplace		374	60	6			0	
01-47	Castle Yard		216	60	4			0	
01-48	Castle Yard		92	60	2			0	
01-49	Fletcher St		295	30	10			0	
01-50	St Petersgate		88	60	1			0	
					0			0	
02-01	Covent Gardens				0	8800	150	132	incl refurb
02-02	Middle Hillgate				0	3900	240	94	
02-03	Hopes Carr		320	30	11			0	
02-04	Watson Sq / Hopes Carr		158	30	5			0	
02-05	Middle Hillgate / Edward St				0	2400	240	58	incl refurb
02-06	Hopes Carr				0	13400	150	201	
02-07	Churchgate / Waterloo Rd		570	60	10			0	
02-08	Churchgate		240	60	4			0	
02-09	Churchgate		100	60	2			0	
02-10	Hopes Carr		504	60	8			0	N/2 due to single aspect
02-11	Churchgate		420	60	7			0	
02-12	Watson Sq		170	30	6			0	340m2/2 due to aspect
02-13	London Place				0	790	300	24	
02-14	Waterloo Road		372	60	6			0	
					0			0	
03-01	Upper Brook St / Waterloo Rd		342	30	11			0	
03-02	Waterloo Rd / Hillgate				0	1500	300	45	
03-03	Wellcroft St				0	620	300	19	
03-04	Waterloo Rd / Canal St				0	1200	300	36	incl refurb
03-05	Mowbray St		414	60	7			0	
03-06	Middle Hillgate / Edward St				0	1500	300	45	
	Edward House		1900	60	32				refurb
03-07	Middle Hillgate		1020	60	17			0	
03-08	Middle Hillgate / Mottram St				0	863	300	26	incl refurb
03-09	Mottram St				0	570	300	17	
03-10	Barnford St / Mottram St				0	530	300	16	
03-11	Alberta St / Canal St				0	1500	300	45	
03-12	Middle Hillgate				0	2500	240	60	
03-13	Higher Hillgate HSS		230	30	8			0	
03-14	Higher Hillgate		330	30	11			0	

03-15	St Mary's Way			0	4400	240	106	
03-16	St Mary's Way	441	30	15			0	
03-17	Shawcross St			0	1400	300	42	
03-18	St Mary's Way / Shawcross St	340	30	11			0	
03-19	Unity Way / Shawcross St	480	30	16			0	
03-20	Hindley St	160	60	3			0	160m2/2 due to config.x2 storeys
03-21	Higher Hillgate / Unity Way	285	30	10			0	
03-22	Higher Hillgate / Canley Close			0	1500	300	45	
03-23	Higher Hillgate / Canley Close	210	30	7			0	
03-24	Canley Close St Thomas's	270	30	9			0	
03-25	St Thomas's Place	256	30	9			0	
03-26	Wellington Rd S	135	30	5			0	270m2/2 due to config
03-27	Mansion House	2250	60	38			0	
	Mansion House site	480	30	16			0	
03-28	Grosvenor House	1860	60	31			0	
	Grosvenor House site			0	1900	300	57	
03-29	Wellington House	2160	60	36			0	
	Wellington House site			0	1400	300	42	
03-30	Wellington Rd S	300	60	5			0	
03-31	Union St	412	60	7			0	
03-32	Marriot St			0	1500	300	45	
03-33	Wellington Rd S	384	60	6			0	
03-34	Higher Hillgate			0	3100	240	74	
03-35	Hygarth House	2040	60	34			0	
	Hygarth House site			0	780	300	23	
03-36	Hillgate / Tollbar St	238	60	4				
	Hillgate / Tollbar St site	149	60	2				
				0			0	
04-01	Greek St	470	30	16			0	
04-02	Thomson St	160	60	3			0	2-storey 80x2
04-03	Thomson St			0	610	300	18	
04-04	Shaw Heath			0	1300	300	39	
04-05	Shaw Heath, Workhouse			0	30100	150	452	
04-06	Junction St	120	60	2			0	
04-07	Railway Rd			0	896	300	27	
04-08	Railway Rd			0	592	300	18	
04-09	Exchange	4296	60	72			0	
04-10	Exchange			0	1400	300	42	
04-11	Greek St	208	60	3				
04-12	College	12473	60	208				
				0			0	
05-01	King St West / Shield St			0	872	300	26	
05-02	Daw Bank	380	60	6			0	4-storey 95x4
05-03	Exchange St PO			0	6100	150	92	incl refurb
05-04	Chestergate Mills	11500	60	192			0	
05-05	King St West / Chestergate			0	4800	240	115	
05-06	King St West / Chestergate	450	30	15			0	
05-07	Wood St			0	1700	300	51	more may be possible
05-08	Lottery St	265	30	9			0	
05-09	Chestergate	200	30	7			0	
05-10	Chestergate	817	60	14			0	
05-11	Chestergate	374	60	6			0	
05-12	Brinksway			0	1700	300	51	
05-13	Wood St / Brinksway	220	30	7			0	
05-14	Station West / Shaw Heath			0	1400	300	42	
05-15	Station West / King St W			0	3525	240	85	areax3/4 to retain parking at front portion
05-16	Station Rd			0	700	300	21	area/2 to retain parking
05-17	Station Rd	234	60	4			0	
				0			0	
06-01	Piccadilly			0	1800	300	54	
06-02	Hilton House	4284	60	71			0	
	Hilton House site			0	1100	300	33	
06-03	Wellington Rd S	161	60	3			0	
06-04	Wellington St / Lord St			0	2300	240	55	
06-05	Wellington St / Lawrence St	390	30	13			0	
06-06	Regal House	5610	60	94			0	
06-07	Hooper St			0	1600	300	48	
06-08	Mersey Sq	2320	60	39			0	
06-09	Mersey Sq			0	594	300	18	
06-10	Mersey Sq / Chestergate	600	60	10			0	
06-11	Chestergate	395	30	13			0	more may be possible
06-12	Douro House	1464	60	24			0	
06-13	Wellington Rd S / St Petersgate pub	332	60	6			0	
06-14	Wellington Rd S / Wellington St	294	60	5			0	
06-15	Wellington Rd S / Wellington St pub	248	60	4			0	
06-16	Mersey Sq			0	1500	300	45	
06-17	Wellington St Jack Horners	374	60	6			0	more may be possible on side site
				0			0	
07-01	Wellington Rd N, Debenhams			0	1800	300	54	
07-02	Princes St	291	60	5			0	
07-03	Princes St	136	60	2			0	
07-04	Princes St	355	30	12			0	
07-05	Princes St	316	60	5			0	
07-06	Princes St	560	60	9			0	
07-07	Princes St			0			0	
07-08	Princes St	290	60	5			0	
07-09	Princes St	125	60	2			0	
07-10	Princes St, BHS	5439	60	91			0	
07-11	Princes St	180	60	3			0	
07-12	Princes St	262	60	4			0	
07-13	Princes St	480	60	8			0	
07-14	Tiviot Dale			0	1407	300	42	

07-15	Full Shilling	102	60	2			0	
	Full Shilling site	382	30	13			0	
07-16	Knightsbridge			0	975	300	29	
07-17	Knightsbridge / Gt Portwood St			0	3000	240	72	
07-18	Lancashire Bridge	75	60	1			0	
07-19	Merseyway	50	60	1			0	
				0			0	
08-01	M60 J1 S			0	2500	240	60	
08-02	M60 J1 N			0	2900	240	70	
08-03	Travis Brow			0	15400	150	231	
08-04	Travis Brow / George's Rd			0	1100	300	33	
08-05	Heaton Lane Roundabout			0	790	300	24	
08-06	Acorn Bus Pk	492	60	8			0	
08-07	The Crown	145	60	2			0	2-storey 145x2 /2 due to config
08-08	Heaton Lane Car Park			0	520	300	16	
08-09	Heaton Lane Car Park	640	60	11			0	4-storey 160x4
08-10	Heaton Lane / Astley St	480	60	8			0	4-storey 120x4
08-11	Wellington Rd N to Decathlon			0	14100	150	212	
08-12	Wellington Rd N			0	4000	240	96	
08-13	Wellington Rd N Chapel	1179	60	20			0	incl refurb
				0			0	
09-01	Tiviot Dale Cutting			0	4300	240	103	
09-02	Wellington Rd N	268	60	4			0	more may be possible
09-03	Wyatt St			0	578	300	17	site adj may be also available
09-04	Church Rd			0	950	300	29	48 possible!
09-05	Love Lane / Quantock Close	250	30	8			0	
09-06	Love Lane / Quantock Close	160	60	3			0	2-storey 80x2
09-07	Asda	323	30	11			0	
09-08	Belmont Way / Baker St			0	6700	150	101	more may be possible
09-09	Belmont Way / Belmont St	363	30	12			0	
09-10	Belmont Way / Belmont Cl			0	8600	150	129	more may be possible
09-11	Belmont Way	280	60	5			0	2-storey 140x2
09-12	Lancashire Hill			0	866	300	26	
09-13	Gordon St / Nicholson St			0	3700	240	89	
09-14	Nicholson St			0	510	300	15	
09-15	Short St / Whernside Close			0	910	300	27	more may be possible
09-16	Old St			0	1100	300	33	
09-17	Quantock Close	444	30	15			0	
09-18	Quantock Close	212	60	4			0	2-storey 106x2
09-19	Dodge Hill / Gordon St	300	30	10			0	
09-20	Florence St			0	1500	300	45	
09-21	Lancashire Hill			0	560	300	17	more may be possible
09-22	Hatton St			0	520	300	16	more may be possible
				0			0	
10-01	Lancashire Hill / Penny Lane			0	1600	300	48	
10-02	Lancashire Hill / Penny Lane			0	964	300	29	
10-03	Tiviot Dale Cutting			0	2800	240	67	
10-04	Penny Lane			0	42400	150	636	
10-05	Penny Lane			0	5700	240	137	
10-06	Penny Lane			0	1600	300	48	
10-07	Lancashire Hill			0	19800	150	297	
				0			0	
11-01	Water St			0	528	300	16	
11-02	Water St			0	3300	240	79	
11-03	Marsland St			0	24500	150	368	
11-04	Marsland St, Tesco	277	30	9			0	more may be possible
11-05	Avenue St			0	11100	150	167	incl refurb, more may be possible
11-06	Brewery St			0	1100	300	33	
11-07	Avenue St	340	60	6			0	
11-08	Gt Portwood St			0	700	300	21	more may be possible
11-09	Gt Portwood St	440	30	15			0	
11-10	Gt Portwood St			0	768	300	23	
11-11	Mersey St, Gasworks			0	14500	150	218	
11-12	Portwood Roundabout S			0	6800	150	102	
11-13	Gt Portwood St	440	60	7			0	
				0			0	
12-01	New Bridge Lane			0	2800	240	67	
12-02	New Bridge Lane/ St Mary's Way			0	1900	300	57	
12-03	Alpine Rd			0	620	300	19	
12-04	Rectory Fields	488	30	16			0	
12-05	Rectory Fields			0	1000	300	30	
12-06	Rectory Fields / Rectory Green			0	570	300	17	
	Total Houses on Sites <500m2 and refurb			2001				
	Total Houses on Sites >500m2						7057	
	Grand Total						9057	