

# High Lane Village Neighbourhood Development Plan (NDP)

## Design Codes



**Referendum Version**

**June 2021**

**Prepared by the HLVNF with support from**



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## 1.0 Introduction and Background



Typical stone/ brick cottages of the village

- 1.1 High Lane Village Neighbourhood Forum (HLVNF) is in the process of preparing a Neighbourhood Development Plan (NDP) to help guide development in the designated neighbourhood area (see Map 1) up to 2035. Once "made" (adopted) the NDP will be used to help determine planning applications in the area, alongside Stockport Council's planning policies and national planning policy.
- 1.2 As part of the work to support the NDP, the HLVNF has appointed Kirkwells Planning Consultants to support the HLVNF prepare Design Codes. This document is published for consultation alongside the NDP and any comments will be considered carefully to help ensure that the Design Codes respond to local residents' concerns, priorities and ideas for good practice.
- 1.3 Design Codes are defined and explained on the NDP Locality website<sup>1</sup> as follows:

A **design code** provides detailed design guidance for a site or area; they prescribe design requirements (or 'rules') that new development within the specified site or area should follow.

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<https://neighbourhoodplanning.org/advice/#npquestions>

They can include requirements for built form (e.g. setting out a range of building types and how buildings should interact with the street), landscape, open space, and movement (e.g. access and ease of pedestrian movement), etc.

Design codes can vary in their level of requirements and the scale at which they operate, however they will be useful where there is a desire to:

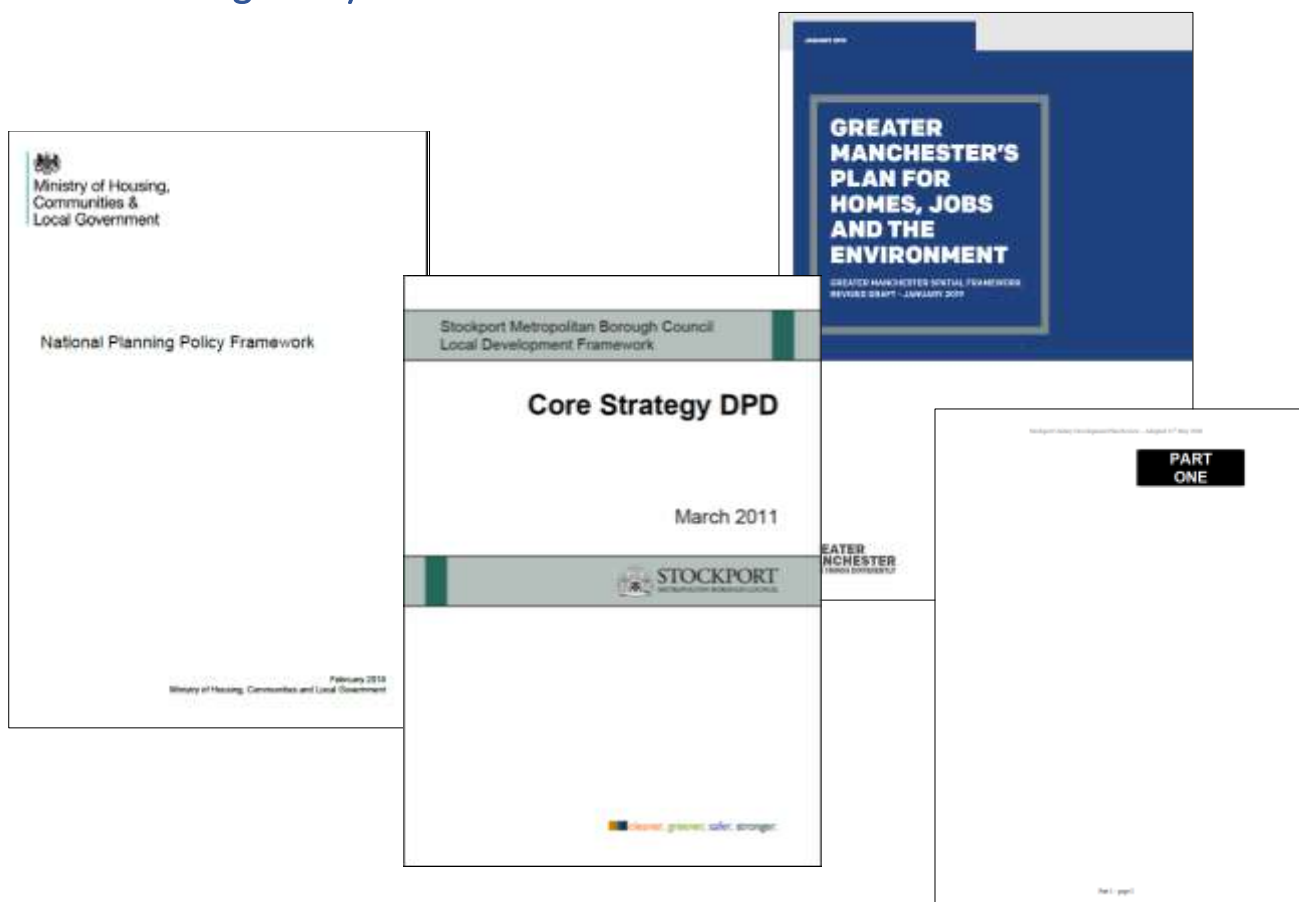
- coordinate design outcomes across large or complex sites to deliver a vision that the local community wants to see;
- ensure consistency across large sites which may be in multiple ownership and/or where development is to be phased and more than one developer and design team is likely to be involved.

Design codes can provide certainty to the community as they give more confidence that new development coming forward will reflect community wants and needs.

Design codes also give more certainty to developers, as they will be able to design a scheme that is reflective of community aspirations, potentially speeding up the planning application process.

- 1.4 It is not intended that the High Lane Village NDP will set out design codes for an individual site or sites at this stage, rather it will seek to promote best practice through sustainable design, whilst encouraging new development to be sensitive to local character and context.
- 1.5 High Lane straddles the contour line between the Cheshire lowland, clay belt on which building materials were predominantly timber and brick and the Pennine foothills where the building material was predominantly gritstone. So, as the village climbs, between Hazel Grove and Disley, there is a noticeable change in historic building materials. Middlewood View terraced Cottages and the old post office building are classic examples of old Cheshire brickwork, whereas some of the older buildings such as Wybersley Hall and Lomber Hey House both higher up the village on side lanes are built of stone.
- 1.6 The Village has some historical buildings dating back to the 1600s and is surrounded by farms and woodland. The wider area has history of open cast mining and the Macclesfield Canal links to Marple, the Peak Forest and to the wider canal network beyond. The old rail line to the west is now the Middlewood Way, a popular recreational route for walkers, runners, cyclists and horse riders.
- 1.7 A section of the Macclesfield Canal Conservation Area (Character Area 4 High Lane) runs through the neighbourhood area. The Macclesfield Canal Conservation Area Appraisal<sup>2</sup> describes how the special interest of the area derives from its architectural qualities and engineering interest, its landscape setting and the presence of buildings from several phases of development which illustrate the historic development of the canal. The Macclesfield Canal Conservation Area Management Plan has been used to inform a design code for the Conservation Area.

## 2.0 Planning Policy Context



### Introduction

- 2.1 NDPs are required to have regard to national planning policy (National Planning Policy Framework (NPPF) February 2019<sup>3</sup>, Planning Practice Guidance<sup>4</sup> and other Ministerial statements and guidance) and to comply with European (including Environmental) Regulations.
- 2.2 NDPs also have to be in general conformity with the strategic planning policies of the relevant local planning authority. The local strategic planning policies are set out in the Stockport Adopted Core Strategy 2011<sup>5</sup>. Saved policies from the Stockport Unitary Development Plan Review 2006<sup>6</sup> may also apply. The NDP should also take into account the reasoning and evidence informing the emerging Local Plan process (see Planning Practice

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<sup>3</sup> <https://www.gov.uk/guidance/national-planning-policy-framework>

<sup>4</sup> <https://www.gov.uk/government/collections/planning-practice-guidance>

<sup>5</sup> <http://old.stockport.gov.uk/ldf/corestrategy/>

<sup>6</sup> <http://old.stockport.gov.uk/ldf/udp/>

Guidance<sup>7</sup>) - in relation to HLNDP this includes the emerging new Stockport Local Plan<sup>8</sup> and also included the draft Greater Manchester Spatial Framework<sup>9</sup>, until Stockport Council withdrew from the process in December 2020. These Development Plan Documents (DPDs) all include strategic design policies.

- 2.3 The relevant planning policy documents for the preparation of local Design Codes also include several Supplementary Planning Documents prepared by Stockport Council.

#### **National Planning Policy Framework (NPPF) February 2019**

- 2.5 The NPPF advises in paragraph 7 that 'The purpose of the planning system is to contribute to the achievement of sustainable development.' The planning system has three overarching objectives; **an economic objective**, **a social objective** (including fostering a well-designed and safe built environment), and **an environmental objective** (protecting and enhancing our natural, built and historic environment including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy).

- 2.6 Design issues are dealt with throughout the NPPF but section **12. Achieving well-designed places** addresses design specifically. Paragraph 124 sets out that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.' Paragraph 125 goes on to explain that 'Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.' In addition paragraph 126 advises that 'to provide maximum clarity about design expectations at an early stage, plans or supplementary planning documents should use visual tools such as design guides and codes.'

#### **Stockport Adopted Core Strategy 2011**

- 2.7 **Core Policy CS1 OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGE** explains that 'the Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard where viable.'
- 2.8 **Core Policy CS8 SAFEGUARDING AND IMPROVING THE ENVIRONMENT Quality Places** advises that 'Development that is designed and landscaped to a high standard and which makes a positive contribution to a sustainable, attractive, safe and accessible built and natural environment will be given positive consideration. High quality design which

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<sup>7</sup> Planning Practice Guidance Para 009 Reference ID: 41-009-20160211

<https://www.gov.uk/government/collections/planning-practice-guidance>

<sup>8</sup> <https://www.stockport.gov.uk/what-is-the-stockport-local-plan>

<sup>9</sup> <https://www.greatermanchester-ca.gov.uk/GMSF>

promotes a sense of place is of importance throughout the borough and should be an integral part of all development proposals, paying high regard to important local natural and built environment features, including the historic environment, and contributing to addressing key issues such as climate change and inequalities.' The subsection **Heritage Conservation** sets out that 'Development will be expected to make a positive contribution to the protection and/or enhancement of the borough's heritage assets. Buildings, sites, monuments, places and areas positively identified as having a degree of historic, architectural, artistic or archaeological significance (including canals and other transport infrastructure of historic value) will be safeguarded for the future.'

- 2.9 **Development Management Policy SIE-1 Quality Places** advises that 'Development that is designed and landscaped to the highest contemporary standard, paying high regard to the built and/or natural environment within which it is sited, will be given positive consideration' and goes on to provide more detailed criteria. **Development Management Policy SIE-3 Protecting, Safeguarding and enhancing the Environment** provides more detail in relation to protecting the natural and historic environment.

#### **Stockport Unitary Development Plan Review – Adopted 31st May 2006**

- 2.10 **Part One DCD1 DESIGN AND CHARACTER** sets out that 'The Council will require all development to be designed and landscaped to a high standard in order that it makes a positive contribution to the provision of a sustainable, attractive, safe and accessible built environment.' More detailed development management design policies are included in Part Two DCD1 such as **DCD1.1 Design Principles** and **DCD1.8 Energy Efficient Design**.

#### **Supplementary Planning Documents (SPDs)**

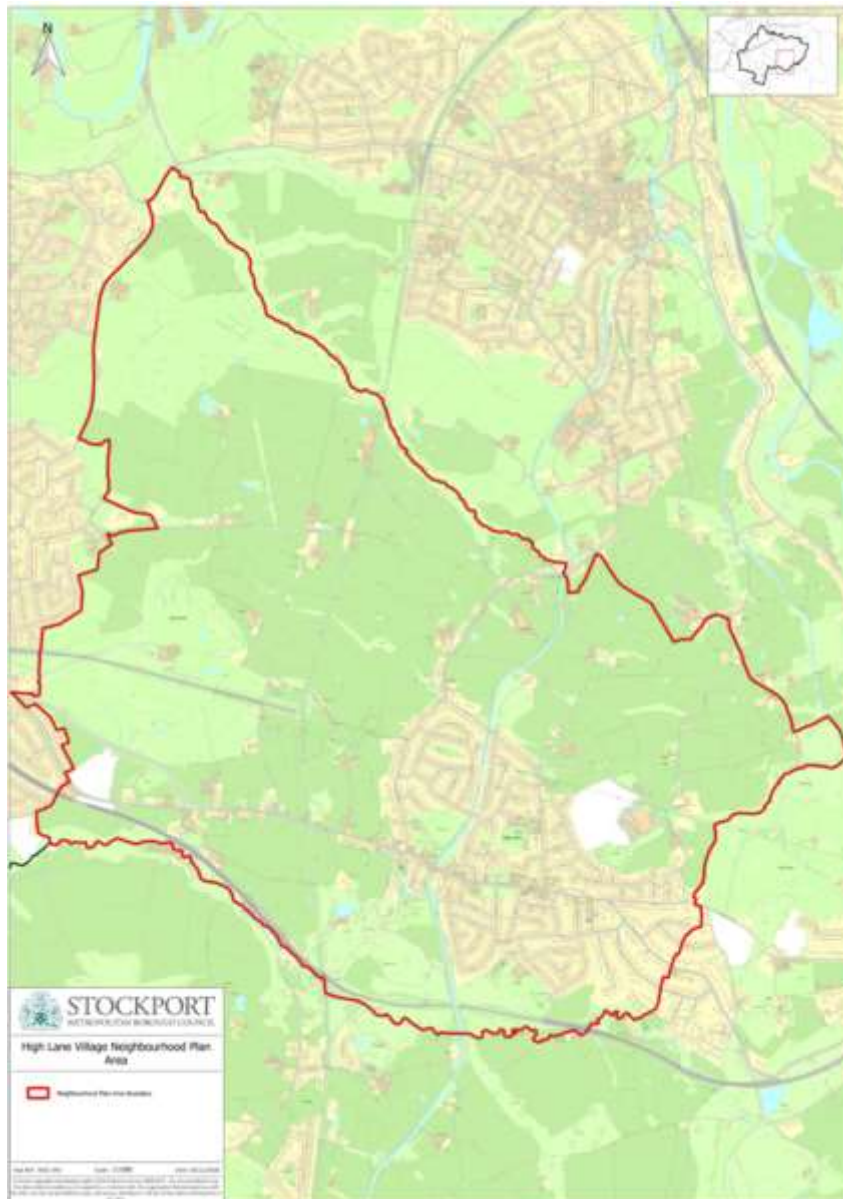
- 2.11 Stockport Council also has several adopted Supplementary Planning Documents which are relevant to the preparation of local design codes for High Lane. These are:
- The Design of Residential Development SPD, December 2007
  - Extensions and Alterations to Dwellings SPD, February 2011 and
  - Sustainable Design and Construction SPD, April 2012.

#### **Emerging Strategic Plans**

- 2.12 The emerging new Stockport Local Plan (up to 2035) is at an early stage of preparation.
- 2.13 Previous versions of the Greater Manchester Spatial Framework (GMSF) included strategic allocations for changes to the Green Belt boundary; however Stockport Council withdrew from the GMSF process in December 2020, and the Local Plan will cover strategic planning policy for Stockport Borough. No details are currently available for allocations in the Local Plan. The last draft of the GMSF had been published for consultation in 2019. It included draft policies on Sustainable Development, Type, Size and Design of New Housing, Heritage and Sustainable Places. It also included a strategic allocation for around 500 homes to the west of the village within the NDP area. It is not intended at this stage that the NDP will include any site allocation.
- 2.14 This planning policy context will be used to inform the preparation of local Design Codes for High Lane.

### 3.0 Location and Context of High Lane

**Map 1 High Lane Designated Neighbourhood Area**



- 3.1 High Lane is located in the local authority area of Stockport Metropolitan Borough Council on the south eastern edge of Greater Manchester. It is about 5 miles (8km) south west of Stockport and is separated from the urban area by open countryside, which is protected as Green Belt. The Peak District National Park lies to the south and east. The A6 runs through the village east / west and the Macclesfield Canal and a section of the Conservation Area bisect the area north / south.



- 3.2 High Lane had a population of 4,608 usual residents on Census day 2011<sup>10</sup>. A section of the Macclesfield Canal Conservation Area runs through the area, but the majority of the built up area comprises modern mid- 20th / early 21st century development, predominantly housing. There are 2 primary schools; High Lane Primary School and Brookside Primary School. There are five public houses, a medical centre, and convenience stores located along the A6 corridor in the village centre.
- 3.3 High Lane Village Neighbourhood Area has a range of built heritage assets with some historical buildings dating back to the 1600s. These include listed buildings and scheduled monuments such as bridges along the Macclesfield Canal conservation area, the Church of St Thomas and Lychgate, several milestones, the War Memorial and a moated site north-west of Broadoak Farm.
- 3.4 The road running through the village is a historic route, hence the number of public houses and workers cottages. It was a nucleus of development and a transport hub. Together with the canal, railways, mining and brick manufacturing. High Lane has a rich industrial past. The old rail line to the west is now the Middlewood Way, a popular recreational route for walkers, runners, cyclists and horse riders.
- 3.5 The village is dominated by the A6 corridor which runs east/west through the heart of the built- up area. The A6 has a significant impact on local communities due to large volumes of traffic and heavy goods vehicles passing through their centre, creating problems in terms of air quality, noise and highway safety.
- 3.6 Local people have access to the rail network from Middlewood Station, but this is located away from the built- up area and currently has poor access and limited facilities. Through the NDP consultations, it is evident that local residents would like to see enhanced facilities for walking, cycling and public transport to support more sustainable alternatives to the private car and to address poor air quality.
- 3.7 Opportunities for new housing development in the area are currently constrained by the village's location inset in the Green Belt. However the previous Strategic Allocation 38 in the GMSF may mean that the area could see significant development in the future, subject to Green Belt Review and any allocation in the emerging Stockport Local Plan.
- 3.8 There are 3 local parks: High Lane Park, Brookside Park and Windlehurst Park, and many other opportunities for the community to utilise the area's range of recreational facilities including footpaths, cycle routes and bridleways which link to the open countryside. The NDP has an important role in enabling health and well- being by supporting safe access to recreational activities and green open spaces, for all age groups and abilities.

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<sup>10</sup> See Nomis Local Area Reports for High Lane  
<https://www.nomisweb.co.uk/reports/localarea?compare=E35000353>

## 4.0 Sustainable Design



High Lane Village allotments

### Introduction

- 4.0.1 Incorporating a sustainable design approach into new development provides greater energy and resource efficiency and reduces carbon emissions which are a major contributor towards climate change. Sustainable design can also support other environmental objectives such as protecting and enhancing local biodiversity and habitats and supporting wider social objectives such as supporting food growing, enhancing health and well-being, addressing fuel poverty and tackling poor air quality. Economic sustainability can also be addressed through example sourcing local suppliers and providing employment, skills and training opportunities.
- 4.0.2 The NDP includes several objectives linked to the promotion of sustainable design. These include:
- **Transport and Air Quality Objectives** such as improving opportunities for walking, cycling and using public transport;
  - **Housing Objectives** including providing environmentally sustainable properties;
  - **Recreational Activities and Green Open Spaces** including to protect existing recreational facilities and support investment in new and improved facilities for all ages and abilities.
  - **Heritage Objectives** including enhancing the distinct character of High Lane Village and protecting the local landscape character and important views. Protecting and enhancing biodiversity is an emerging theme of the NDP (as at January 2019) and so will also be addressed under this topic. Enhancing local build heritage and character is considered under the following section, Local Character.
- 4.0.3 The Design Codes have been prepared under these 4 key NDP themes.

## 4.1 Design Codes for Movement



Heavy Traffic on A6 Corridor - Village Centre

### **Design Code T1: Maximising Connectivity**

New development should be designed to maximise connectivity with neighbouring areas, local facilities and the open countryside. Permeable street layouts are favoured to promote travel by walking and cycling, as they provide shorter and more accessible routes for movement through and across a neighbourhood.

New residential development should be located within a 5 to 10 minute walk of key facilities such as the schools, shops and public transport facilities and should demonstrate how accessible new walking and cycling linkages to such facilities and the existing walking and cycling network in the area can be achieved.

### **Design Code T2: Promoting Living Streets**

Developments should incorporate well-designed streets which do not allow the car to dominate, and provide a range of opportunities for social interaction, play and natural surveillance. An attractive public realm should be provided to enhance local quality of life and improves local perceptions about places.

Streets should be designed to promote safe walking and cycling at the same time as allowing use of the private car. Street design should aim to use natural contours, landscaping such as street trees, narrowing of carriageways and changes in use of materials or colours to support more "natural" types of traffic calming rather than traditionally engineered responses such as humps and tables. Overall schemes should aim to increase the

perception and understanding of drivers that the space is shared with other users and that non - vehicle users have at least equal priority.

Street design should aim to promote inclusivity so that older and younger residents as well as those with mobility impairments can feel confident and comfortable when moving through and across a neighbourhood.

### **Design Code T3: Supporting Legibility and Signposting**

Distinctive places help with orientation allowing residents and visitors to find their way easily. Schemes should provide visual interest and landmarks at key points such as on street corners, crossroads and public spaces and should provide layouts which allow views to be maintained to existing key visual references such as the church tower or Macclesfield Canal.

### **Design Code T4: Providing Cycle Storage**

New development should provide suitable and safe storage for bicycles of sufficient size. For residential development at least one cycle storage facility or enclosure should be provided per bedroom. Covered and secure cycle storage units are preferred but where enclosures are open suitable racks or hoops should be provided.

### **Design Code T5: Providing Appropriate Car Parking**



The provision of sufficient car parking to meet the needs of residents whilst balancing the impacts of cars and car use on the street scene is a significant challenge. Overall the aim should be to minimise visual impacts and overly dominant parking by sensitively designing suitable plots both for individual homes and communal parking areas.

Car parking areas on the front of buildings should be clearly visible from front windows. Parking areas on the fronts and sides of buildings should be softened from the street through use of landscaping and screening.

Provision of side garages should complement the main building by use of similar materials and suitable roof lines and proportions should be subsidiary to the main building.

On street parking is often a very efficient solution and encourages activity and natural surveillance. It should be designed from the outset to be wide enough for safety reasons and with individual parking spaces clearly delineated and located as close as possible to the

building entrance. Planting and landscaping should be provided to soften visual impacts, preferably in blocks between small groups of vehicles to break up long lines of cars.

## 4.2 Design Codes for New Housing

### Design Code H1: Energy and Resource Efficiency



Sedum Roof on a Sustainable House

New development should aim to maximise energy and resource efficiency in new buildings and conversions. This should be achieved through the following:

- A. Minimising the need for energy through reducing the need for artificial lighting, heating and cooling. This can be achieved through solar gain - maximising daylight levels such as through passive solar orientation and the location and spacing of window openings and specifying high levels of insulation and airtightness. Without an energy efficient building low and zero carbon technologies are less cost effective.
- B. Use of green roofs and/or living walls. These can also assist with insulation and summer cooling requirements. They can also be readily integrated with solar systems and have even been shown to increase the efficiency of PV cells on hot summer days.
- C. Whenever possible developments should aim to re-use existing materials or procure reclaimed and recycled materials from local suppliers. Building materials made from construction and demolition waste are preferred to primary aggregates. Many types of construction waste can be used for these purposes including soil, asphalt, concrete, bricks and tiles. In conversion schemes roof tiles and slates should be carefully stored and re-used. In addition, priority should be given to materials that can be deconstructed and re-used at the end of the building's usable life.

### Design Code H2: Water Efficiency

New developments should aim to maximise water efficiency. This should be achieved through the use of water saving devices such as low flush toilets; dual flush toilets; spray

taps, water saving showers, tapered or peanut shaped baths, small bore pipes with minimal distance to the most frequently used fittings, and; water saving white goods.

In addition, rainwater harvesting systems should be used to capture and store rainwater. In addition to the use of butts and tanks, consideration should be given to use of natural water bodies such as ponds to store water, which also have biodiversity benefits.

Schemes should also incorporate techniques to support re-use of grey water for watering plants/gardens, and for flushing toilets as well as for other general cleaning tasks.

Dry gardens or low water use gardens can be achieved by selecting drought-resistant plants or using water retaining mulches. Native species of drought tolerant plants should be used in landscaping and garden schemes.

### **Design Code H3: Renewable Energy**

New developments should consider the use of renewable energy technologies. This could include solar, hydro, biomass, and heat pump technologies.

Where possible there should be a single empty conduit laid for future technologies.

Where technologies have a visual impact on sensitive areas (such as solar shingles and photovoltaic slates within or close to the setting of a conservation area or other heritage asset) they should be designed in from the start of the scheme. Designs should aim to conceal wiring and infrastructure and use carefully chosen slates or tiles on roofs to complement the solar panel materials.

## 4.3 Design Codes for Recreation and Open Space



Hartley Woods

### **Design Code R1: Spaces for Health and Well being**

High quality, accessible and attractive open spaces are essential to enhancing quality of life, health and well-being. Open spaces should be designed into schemes at the outset to maximise their role as a key community resource within a neighbourhood, providing valued and well used local facilities which enhance and add value to existing provision.

Public spaces should be located within walking distance of residential areas and linked through a series of green networks or corridors. Such linkages support a Green Infrastructure approach to development, allowing wildlife to move along corridors to access foraging opportunities and habitats and people to access a range of different recreational facilities.

### **Design Code R2: Inclusive Spaces for All**

Spaces should include designs that take into account the ageing population and increases in dementia. They should include provision of safe and walkable environments in parks, open spaces and community areas with shading, benches and other facilities for rest stops, and incorporation of opportunities for incidental social interactions.

Open spaces should incorporate the creation of circular pathways to provide help for those suffering with dementia to return to the same point if lost or confused. These areas should also be clearly signposted with appropriate materials, and consideration should be given to the design of surfaces and street furniture.

Where possible open spaces should provide for a range of different activities by different user groups. For example, they should incorporate food growing areas such as allotments

and quiet informal spaces. Where there is a development of homes greater than 20, there should be integration of green open spaces provided to promote free play.

Play areas should be overlooked and accessible to children.

#### 4.4 Design Codes for Natural and Built Heritage



Deciduous Woodland

##### **Design Code E1: Trees**

Trees and planting provide habitats, shade, water attenuation and support health and well-being.

Developments should consider existing trees and mature shrubs from the outset and seek to incorporate them wherever possible into schemes. Landscaping schemes should protect and where possible restore and re-create important semi-natural habitats to reduce their fragmentation, including woodlands and link to hedgerow networks and individual oaks. Planting of new trees should aim to use appropriate local species which enhance local biodiversity.



Street trees can enhance the street scene and should be used as landmarks and to define spaces. The aim should be to provide a suitable mix of species taking account of maintenance and resilience to avoid cross contamination should disease of one type break out.

### **Design Code E2: Biodiversity**



Wildflower meadow in a Domestic Garden

All developments should mitigate the impact from the loss of countryside, wildlife and the natural environment.

For larger sites (10 houses or with an area of 1 hectare or more) the developer will be required to produce an evidence-based mitigation plan covering the wildlife, mature hedges, mature trees, streams, ponds. This should include the retention of existing important features and the inclusion of new features such as trees, bird boxes, wildlife areas, ponds and woodlands.

## 5.0 Local Character

### 5.1 Macclesfield Canal Conservation Area



The Macclesfield Canal Conservation Area Management Plan, 2011<sup>11</sup> was prepared by Stockport Council to help ensure that the character and appearance of the conservation area is preserved and enhanced and assist in managing change by paying due regard to the area's special interest. The management plan has been developed from and should be considered in conjunction with the Macclesfield Canal Conservation Area Character Appraisal.

The Management Plan and Character Appraisal have been used to support this Design Code.

Where Conservation Area is mentioned in this document, this refers to the Macclesfield Canal Conservation Area. However, HLVNF will seek to consider the designation of a village conservation area, in discussion with Stockport Council.



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<sup>11</sup> <http://old.stockport.gov.uk/maps/conservationandheritage/maccanal>



## Design Code MC1: Commercial Buildings, Shopfronts and Signage

Traditional frontages which survive in the area should be protected.

Alterations to commercial premises involving the insertion of new and replacement shop frontages, replacement windows, unsympathetic signage and advertisement boards should not detract further from the traditional character and in future could provide a harmonious centre of the village by seeking to promote best practice.

Opportunities to reinstate original designs should be taken whenever alterations are proposed. New or replacement shop fronts should be of high quality, sympathetic to the building and local architectural traditions and not detract from the character or appearance of the area as a whole.

Projecting box signs, oversized fascias and internally illuminated signs are not acceptable.

Advertisement hoardings are, by virtue of their scale and appearance, generally unsuited to a canal side setting. Accordingly, the erection of new hoardings should be avoided. However well-designed signs associated with canal side recreational and commercial facilities are acceptable.

## **Design Code MC2: New Development**

Development should use local materials wherever possible. Local stone is the predominant building material used in canal related architecture and structures, with brick being used in a few of the canal side buildings and adjacent late 19<sup>th</sup> / early 20<sup>th</sup> century development.

New development should respect local building traditions and not detract from the special character and appearance of the village. This could include inappropriate new housing developments and commercial and industrial properties, the construction of unsympathetic extensions and the loss of open spaces. Development should complement the qualities of its context defined within the Macclesfield Canal Conservation Area Character Appraisal.

New developments in the Macclesfield Canal Conservation Area should respond sensitively to existing building forms, reinforcing the importance of group value and ensuring a positive relationship with the water. Opportunities should be taken to frame the water space, optimise views and exploit aspect. The unwelcome impact of cars at the waterside should be carefully considered and effectively controlled by reserving the waterside for higher value uses, through the careful siting of buildings and by appropriately screening their impact.

New buildings should not impinge on any significant open spaces, on publicly accessible areas, or necessitate the destruction of buildings that contribute to the character or appearance of the village.

The historic buildings and structures on the waterways are irreplaceable and should be protected. New waterside development, as well as improvement or restoration of the waterway itself, should respect the historic fabric, and conserves and, if possible, enhances the waterway scene creating a worthwhile legacy.

The presumption will be for the retention of existing buildings which make a positive contribution to the conservation area. The creative reuse of historic buildings is inherently sustainable and contributes powerfully to the preservation of local distinctiveness along the waterway network.

The scale, massing, architectural detailing and pattern of development of any new development within the village or affecting the setting of the village will be expected to respect that of the existing built environment and its character.

The materials and building techniques used should be as high quality as those used in the existing buildings and the care and skill with which these structures were erected, sets the benchmark for new development in the village. Traditional materials typical of the village, identified within the appraisal, will be expected to complement the local built heritage.

Where modern materials are proposed these should be in harmony with traditional materials.

Extensions and alterations to buildings will be expected to follow scale, proportions, features, detailing and materials of existing buildings. Boundary walls, hedge planting and trees are important features in defining public and private spaces in the village, providing visual continuity through the area and as such boundary treatments will be expected to reflect those identified as typical of the village.

### **Design Code MC3: Connectivity and Legibility**

The value and character of the waterside offers opportunities for extending into the surrounding neighbourhoods, strengthening links between adjacent local areas and the canal. This could be achieved through the consistent use of visual references and landscape details to establish a sense of place.

Opportunities to sensitively improve interaction with the water space and widening its appeal will be encouraged.

### **Design Code MC4: Boundary Treatments**

Boundaries in the village are defined by sections of stone walling, hedges and trees. The demolition, unsympathetic alteration and lack of / inappropriate maintenance of these important elements should be avoided.

Materials and detailing found in the locality should be used to help new development blend into its context.

Existing features such as walls, hedges or trees should be retained wherever possible. Opportunities to restore boundaries in poor condition or to replace inappropriate boundaries will be encouraged.

### **Design Code MC5: Public Realm - Canalside and Towpaths**

Cobbled pathways, mooring bollards and rings, kickers alongside locks, milestones, quarter milestones, and the various types of bridges, many of which are listed are important features of the conservation area and should be incorporated in new landscaping wherever possible.

Further opportunities should be taken to enhance towpaths to the conservation area, including interpretation panels, signage, seating, bound surfaces and other measures in a manner consistent with the character of the area. 'Off-the-peg' heritage solutions for such features should be avoided and existing or photographic evidence utilised to inform designs for new insertions, which would be distinctive and reflect the character of the various canals.

The design, materials and detailing of towpath access points, surfacing, canal side furniture / features should respect the established character of the conservation area. Any improvements to / maintenance of the towpath area should be appropriate to its character and be visually harmonious, ensuring that it is neither run down in its appearance nor completely sanitised.

The reinstatement of the stone canal banks, and copings where they are missing or in need of repair should be considered and the regular clearing of vegetation from between the stones. Where the canal bank is traditionally unmade, such as at the edges of fields, no action is necessary.

The growth of vegetation along and within the canal must also be managed in a way which respects the canal's status as a Site of Biological Importance.

## **Design Code MC6: Illumination**

The lack of illumination throughout much of the area assists in retaining the character of the village. Poor quality lighting, whether on development sites, or on highways, will have a detrimental impact on the character, setting and appearance of the village, and should be considered carefully prior to any implementation of lighting schemes.

## **Design Code MC7: Setting, Views and Open Spaces**

The setting of the conservation area is very important and development which impacts in a detrimental way upon the immediate setting and longer views into and from the conservation area will be resisted.

Important views are identified on the conservation area appraisal maps but these are in no way exhaustive and consideration must be given to both long distance and short views and vistas, and glimpses which characterise the views both to and from the conservation area.

All development should respect these important views. In particular, the green open spaces within and adjoining the canal should be preserved. Many vistas are identified along the canals as a result of changes of height (from bridges etc.) or direction and should also be given regard to in any proposals for future change.

## **Design Code MC8: The Natural Environment**

It is essential that the waterway is managed in a way that conserves and, where possible, enhances its environmental value.

Trees and hedgerows are fundamental to the character and appearance of the conservation area and should be protected. Identified within the character appraisal are a number of significant trees and hedgerows throughout and adjoining the conservation area, although this is by no means exhaustive.

## **Design Code MC9: Domestic Gardens and the Creation of Moorings**

Gardens should aim to complement the special character and appearance of the conservation area. Householders should consider best practice for planting, hedge laying, boundary treatments, the erection of garden buildings, landscaping and their continued maintenance.

In addition, there are a small number of private moorings created on the flank of private gardens and businesses along the canal. These can create barren hard standings with fences, poor landscaping and ad hoc features which harm the green vista along the canal corridor. Such development should be avoided in the future.

## 5.2 Responding to Local Character



Middlewood View cottages on A6 in High Lane

### Density and Layout

In addition to the older stone or rendered houses of 17<sup>th</sup> and 18<sup>th</sup> century and the brick terraces of the late 19<sup>th</sup> and early 20<sup>th</sup> century, much of the housing in High Lane dates from the second half of the 20<sup>th</sup> century to the early 21<sup>st</sup> century, with when High Lane experienced substantial and rapid expansion in several phases. Much of the modern housing is typical of the generic UK housing designs of each decade, reflecting the character, materials, standards and layouts of the time it was constructed. The houses are laid out in distinct areas of small estates, each with their own individual identity and character. The layouts include wide through routes, with loops (or crescents) and some cul-de-sacs. Several of the main through routes have an avenue character with mature planted street trees (for instance cherry trees) and wide grass verges separating the pavements from roads. Examples of residential layouts are shown below:





Existing densities are low - around 15 to 20 dwellings per hectare and typical of the periods for suburban detached or semi-detached dwellings. Most houses are set back from the road in good sized plots, with low front walls or hedges for boundary treatment and parking areas and driveways to the front. There are usually garden areas to the front and rear, with rear gardens often generous in size.

### **Height and Scale**

The majority of residential properties are of two storeys but there is a high concentration of single storey bungalows throughout the village as well as chalet bungalows with dormer bedrooms in the roof space (1.5 storeys).

### **Examples of two and three storey housing in High Lane**



1960s-1970s semi-detached housing





Early 21<sup>st</sup> Century Housing

### **Materials**

The predominant materials are modern brown brick, with some examples of cream or white rendering and slate roofs. Window frames are modern, generally white painted timber, or white coloured plastic or metal.

### **Bungalows and Dormer Bungalows**



## **Landscaping and Gardens**

The generous garden areas of many of the houses, together with verges and street trees provide a sense of openness, greenery and space. Mature trees and shrubs enhance the street scene and soften the built form and are a distinctive characteristic of the area.

## **Car Parking**

The relatively low density of the development and prevalence of driveways and parking areas in the curtilages of the houses help to minimise on street parking and the dominance of cars in the street scene.

## **Design Code LC1: Local Character**

New housing schemes should demonstrate how they have considered and responded to the character and context of the surrounding or adjoining residential areas.

Where practical, developers should incorporate the following principles into the layout of schemes:

- A. Vehicle access to new development should be from main roads and through routes wherever possible to enhance permeability. However, where surrounding layouts include cul-de-sacs or small courtyard type layouts, small scale clusters of dwellings may be acceptable in closes and cul-de-sacs off the through routes to provide distinct local character areas.
- B. New through routes should include grass verges as well as pavements and highway designs should discourage parking on pavements and verges. Street trees should be planted to continue the character of avenues along main routes. Subsidiary routes should include use of shared surfaces to provide a clear sense of equal and dual use by pedestrians, cyclists and car users.
- C. Suitable provision of communal green spaces should include children's play areas close to areas of existing family housing, and nearby houses should be orientated to provide overlooking.
- D. Development schemes should create and maintain safe neighbourhoods by including measures to reduce crime and the fear of crime, and to strengthen the sense of local community. Such measures should incorporate the principles of 'Secured by Design' and be agreed in consultation with Greater Manchester Police.
- E. Landscaping schemes should aim to incorporate the following wherever possible:
  1. Mature trees and hedgerows should be retained as significant natural environment features which contribute towards local landscape character and biodiversity. Schemes should conserve the heritage and ecological value of any individual ancient trees and use characteristic native species in new planting. Where such features, or parts thereof cannot be retained, suitable mitigation planting will be expected.

2. Appropriate buffers to retained trees and hedgerows should reflect a requirement to avoid damage to the feature itself and also any site-specific constraints identified through relevant surveys.
  3. Effective surface water drainage measures should be provided to protect existing and future residential areas from flooding. New development should be designed to maximise the retention of surface water on the development site and to minimise runoff. Sustainable drainage systems (SuDS) should be implemented in accordance with the SuDS hierarchy wherever possible. Hard-standing surface areas should be permeable wherever practical.
- F. Building Design Principles. New housing designs should incorporate the following wherever possible:
1. Generally, buildings should be of a range of heights and sizes but should not exceed 2 1/2 storeys, including rooms in the roof space. However, 3 storeys may be appropriate provided the buildings are not adjacent to, and do not overlook, existing 2 storey properties and their position and design enhances the development. Such development should not have an adverse impact on or conflict with existing and surrounding properties and should be appropriate to the position proposed;
  2. Provision of basements for storage or parking is supported to maximise efficient use of land;
  3. Garden areas should include adequate space for secure storage and recycling bins.
  4. Materials should be chosen to complement the design and should include references to the local vernacular of brown brick, white or off- white rendering and slate roofs.

## 6.0 Conclusions and Recommendations

- 6.1 These Design Codes for High Lane have been prepared to support the Neighbourhood Development Plan (NDP) for High Lane. They have been drawn from existing national and local planning policies and SPDs, consideration of the context and local character, and application of general good practice in urban design. They should be referred to in planning policies in the NDP and could be provided as an Appendix or as a separate background supporting document.
- 6.2 The Design Codes have been approved by the HLVNF. Following consideration of any responses submitted during the public consultation they will be amended to reflect any further local priorities and concerns.
- 6.3 In the longer term it is recommended that the Design Codes are reviewed once the Local Plan for Stockport has been adopted. At this time there would be greater certainty about any proposed development sites, including sites in the Green Belt and the Design Codes could be revised and used to guide development on specific site allocations.

## Glossary

(Taken from SMBC The Design of Residential Development Supplementary Planning Document, Adopted December 2007)

**Accessibility:** used interchangeably with 'inclusive design' to describe the extent to which environment is usable by a wide range of people, including the elderly, wheelchair users and the visually impaired, people with young children and those encumbered with luggage or shopping.

**Active frontage:** the ground floor of a building with windows and doors, and generally a public/ semi-public function behind, that fronts and interacts with the street.

**Adaptability:** the capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions.

**Building elements:** doors, windows, cornices and other features which contribute to the overall design of a building.

**Building line:** the line formed by the front of buildings along a street.

**Context:** the characteristics of the built and landscape form as well as land uses etc. that surround a given site/ building - the setting. Context (or site and area) appraisal

**Density:** measurement in dwellings per hectare that offers a means of assessing the intensity of development on a site.

**Dwelling:** A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or converted farm building.

**Elevation:** A facade of a building or a drawing of the facade.

**Enclosure:** The use of buildings to create a sense of defined space.

**Energy efficiency:** the extent to which the use of energy is reduced through the way in which buildings are constructed and positioned on site.

**Facade:** exterior wall of a building.

**Fenestration:** the arrangement and design of windows and other openings on a building's facade.

**Form:** the layout, density, scale, appearance and landscaping of development.

**Gateway:** point of entry to an area.

**Habitable Rooms:** the main living areas within a dwelling including bedrooms, living rooms and dining rooms. Kitchens and bathrooms are excluded.

**Human scale:** a development or elements of a development that relate well in size to a human, which are assembled in a way which makes people feel comfortable rather than overwhelmed.

**Landmark:** a building or structure that stands out from its background by virtue of its height, positioning, scale or other aspect of its design.

**Landscape:** the character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. In towns 'townscape' describes the same concept.

**Layout:** the way buildings, routes and open spaces are placed in relation to each other.

**Legibility:** the ease with which a place can be easily understood and navigated around.

**Lifetime Homes:** 16 design features that ensure a dwelling is flexible enough to respond to the changing needs of its occupiers.

**Local distinctiveness:** the features of a place that contribute to its physical character and identity.

**Massing:** the combined effect of the height, bulk and form of a building or group of buildings.

**Natural or Passive Surveillance:** The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen from surrounding windows.

**Node:** a place where activity and routes are concentrated often used as a synonym for 'junction'.

**Permeability:** the degree to which an area has a variety of pleasant, convenient and safe routes through it.

**Perspective:** illustration showing the view from a particular point as it would be seen by the human eye.

**Scale:** the relationship between the height, width and depth of a building. The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details. Sometimes it is the total dimensions of a building which give it its sense of scale: at other times it is the size of the elements and the way they are combined.

**Street furniture:** structures in the public realm such as litter bins, seating, lighting and railings.

**Streetscape:** the visual character of a street as determined by the design, arrangement and relationship of buildings, other structures, views and open space/ greenery.

**Sustainable development:** defined by the Brundtland Commission as 'Development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations'.

**Topography:** the "lay of the land", or the shape of land in terms of its relief (local differences in elevation) and the positions of natural and man-made features.

**Townscape:** the visual appearance of a town or neighbourhood.

**Urban grain:** the pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

**Vernacular:** The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials and responding to local economic and social conditions.

**View:** what is visible from a particular point. Compare 'Vista'.

**Vista:** a long narrow enclosed view, which is often terminated by a landmark.

**Prepared by the High Lane Village Neighbourhood Forum**

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