

Marple Heritage and Character Assessment

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Quality information

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1. Introduction

This report presents a summary of the history and character of Marple, which lies within the Borough of Stockport. It has been prepared by consultants at AECOM on behalf of Locality, working closely with the Marple Neighbourhood Forum and is based on a detailed appraisal of the area carried out through desk study and fieldwork.

Landscape is a broad, collective term that encompasses natural, rural, urban and peri-urban areas. It is defined by the European Landscape Convention as “... *an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.*” Landscape character assessment is used to describe and articulate what is special and distinctive about a particular place. The principles of landscape character assessment apply to all types of landscape, including urban townscape. It is used to identify recognisable patterns of elements or characteristics that make one place different from another. This report is focussed on the character of the urban townscape and its rural landscape context.

The information generated through the process of characterisation can be used as evidence to support the planning and design process. This approach is supported by the National Planning Policy Framework (NPPF), which states that neighbourhood plans should develop robust and comprehensive policies based on an understanding and evaluation of its defining characteristics (DCLG, 2012). In doing so, policies can ensure that development responds to local character and history, and reflects the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.

2. Approach

The approach of this study follows well-established character assessment techniques. The detailed desk study and fieldwork carried out to inform this assessment underpins the classification and description of character areas and broadly follows the process set out in the “*Approach to Landscape Character Assessment*” (Natural England, 2014). This approach has been tailored to meet the specific needs of the neighbourhood planning process and draws on further best practice guidance including:

- Townscape Character Assessment, TIN 05/17 (Landscape Institute, 2017);
- Historic Environment: Good Practice in Planning Note 3 (Historic England, 2017);
- Shaping Neighbourhoods: Character and Context (Great London Assembly 2014);
- Character and identity Townscape and heritage appraisals in housing market renewal areas (Historic England and CABE 2008); and Understanding Place Historic Area Assessments: Principles and Practice (Historic England 2010);
- Understanding Place Historic Area Assessments: Principles and Practice (Historic England 2010); and
- Using Historic Landscape Characterisation (Historic England 2004).

This study builds upon previous work carried out by the Marple Neighbourhood Forum including

- Traffic and Street Design Strategy, Marple (2015) which looked at improving streets in Marple
- Ridding Marple of Street Clutter, (2010) by Phil Jones Associates which catalogued the different types of street clutter within the centre of Marple and examples of places which have overcome the problem;
- Heritage and Tourism Policy, which has a number of policies around Green Infrastructure, Built Heritage, Archaeological Heritage, and Tourism Infrastructure and Marketing;
- Barnsfold and Beyond: A Heritage Walk Through Part of Marple's Countryside, Neil Charman. This report documents a heritage walk through some of the rural settlements of Marple, including Hawk Green, Barnsfold and Ridge End; and
- Report commissioned from the Cheshire Wildlife Trust (CWT 2017) which reviewed the biodiversity and wildlife designations in Marple. The report noted the importance of Green Infrastructure within the area, including the canals rivers, streams, railway lines current and former (Middlewood Way). This report

emphasizes the role of 'green infrastructure' in connecting the countryside with open spaces within Marple, supporting biodiversity and wildlife.

3. Public consultation

Members of the local community and local interest groups were invited to share their knowledge and experience of the history and character of the area. These observations made have been used to inform the study.

A number of key considerations emerged, which have informed the preparation of the study. These are summarised below:

Heritage and Character of the area of particular value to the local community:

- The historic canals mills and associated historic buildings
- Multiple Public Rights of Way which traverse the area
- Rich architecture heritage particularly within the different conservation areas.
- Open views to the surrounding countryside.
- Distinct settlement within the countryside separated by the green belt from other settlements.

Issues relating the heritage or character of the area which you would like to see resolved?

- Town centre development from the 1960's not in keeping with the character of the area. The neighbourhood would like a more thriving and vibrant town centre.

Aspects of heritage or character which are sensitive to change.

- Marple is a distinct settlement within the green belt, future sprawl would threaten this.
- The community welcome infill development within the existing fabric, the hope is to accommodate change without harming the existing fabric and character of the town.
- The potential spread of retail areas leading to less consolidation commercial centre.
- The area around Trinity Street and Chadwick Street faces redevelopment pressure, commercial development as part of the development could negatively impact on the main commercial street.

What are the main pressures which in the future which could threaten the distinctive characteristics of the area.

- The town centre is not currently covered by Conservation Area status, which is seen as a method of retaining its distinctiveness and guidance for future development.
- The loss of identity of Marple as a distinctive entity as a result of urban sprawl and the coalescence with neighbouring settlements.
- Loss of definition to Maple's settlement edge;
- Pressure within the existing fabric for development. How to accommodate change without harming what is special.

4. Context

This section of the report describes the location and context of the Marple area and summarises current planning policies which are relevant to the study.

4.1 Location

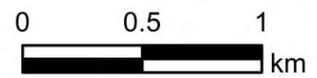
Marple is a small town within the Metropolitan Borough of Stockport, in Greater Manchester. It lies to the south and west of the River Goyt, approximately 14km (9 miles) south east of Manchester, 6 km southeast of Stockport and north of Macclesfield. Its boundaries are formed by rivers and brooks, principally The Goyt River to the north and east, and Torkington Brook in the west and south of the area.

The primary routes through the area are Stockport Road (A626) and Station Road (A626), which leads to Glossop. Strines Road (B6101) is a secondary road within the area, and connects Marple to New Mills. Marple is served by two railway stations with Marple station on the Manchester Sheffield line and Rose Hill Marple station, which provides services from Manchester and terminates at Marple. The disused railway line which formerly connected to Macclesfield South of Marple is now a trail for pedestrians and cyclists.



Legend

 Marple Neighbourhood Area



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Figure 1 Location and context

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4.2 Natural Factors

4.2.1 Geology and soils

The underlying geology of an area is often largely hidden from view but has a strong influence on its character, having been shaped over by natural processes including erosion and sedimentation over millions of years. These processes help to define the landform, soils, vegetation, drainage and building materials which are common in an area.

The geology for the area is Pennine Lower Coal Measures Formation with Permian rocks outcropping as the Collyhurst sandstone into which the Torkington Brook and its tributaries are incised, west of Wood Farm. The bedrock is composed of mudstone, siltstone and sandstone. The sedimentary bedrock formed approximately 318 to 319 million years ago in the Carboniferous period. At this time the local environment would have been dominated by swamps, estuaries and deltas. Soil quality in the area is loamy and clayey in texture, slowly permeable, seasonally wet and acidic. Parts of the River Goyt Valley changes to a freely draining floodplain soil, which is loamy in texture.

4.2.2 Topography and hydrology

The land rises steeply from around 60m Above Ordnance Datum (AOD) at the lowest point along the River Goyt in the north, to around 200m AOD in the south near Ridge End. Local undulations are significant and are particularly evident adjacent to waterways. This is evidenced by the number of canal locks within the area particularly along the Peak Forest Canal which runs from north to south along the eastern edge of the NP. There are fewer level changes and locks along the route of the Macclesfield Canal, which runs from the south west of the NP are to its centre where it connects with the Peak Forest Canal. The Goyt River and Torkington Brook are the main watercourses through the area. A large change in topography occurs along the ridge which Church Lane and Ridge Road follow. The topography falls moderately east towards the Peak Forest Canal at 110m AOD and then steeply to the valley floor to the River Goyt at 80 AOD. The Torkington Brook and its tributaries have formed steep sided valleys which commence just within the urban area and, with the brook itself are clothed with the ancient woodland which is a such a feature of the West of our area.

Level changes within urban areas are less significant, apart from where they intersect with railway lines. Station Road, Hawk Green Road and Lakes Road are steep, linking lower parts of the area to the ridge. Along some of the residential streets, roads lead to high points which provide panoramic views over residential areas and surrounding hills and landscape.

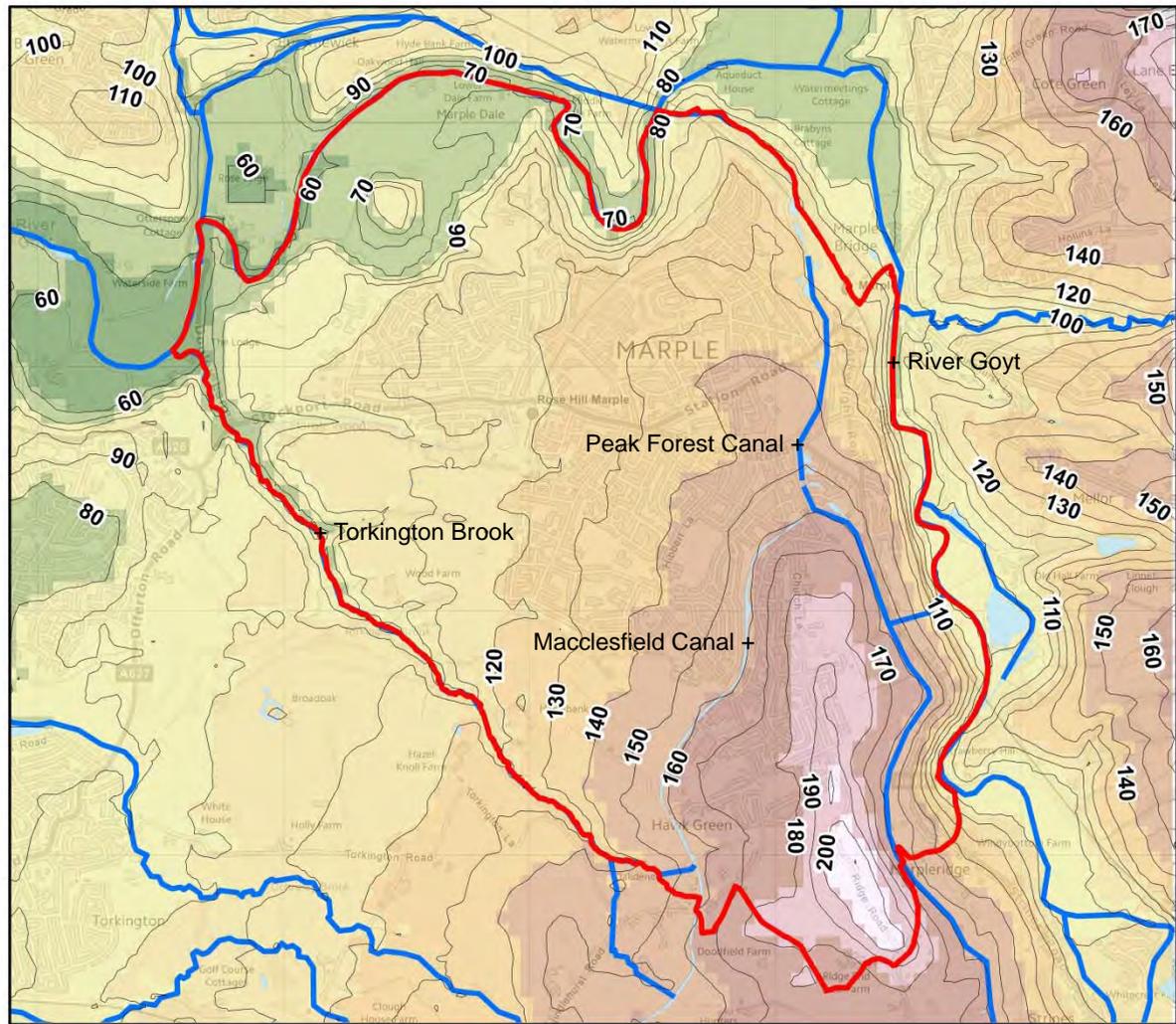


Peak Forest Canal Locks negotiating level changes within the landscape

The Goyt River and Torkington Brook are the main watercourses through the area. A large change in topography occurs along the ridge which Church Lane and Ridge Road follow. The topography falls moderately east towards the Peak Forest Canal at 110m AOD and then steeply to the valley floor to the River Goyt at 80 AOD. The Torkington Brook and its tributaries have formed steep sided valleys which commence just within the urban area and, with the brook itself are clothed with the ancient woodland which is a such a feature of the West of our area.



View from the Marple Aqueduct to the rail viaduct which crosses the lower valley and River Goyt



Legend

- Marple Neighbourhood Area
- Contour
- Watercourse
- Surface Water

Elevation (m above ordnance datum)

- 40 - 60
- 60 - 80
- 80 - 100
- 100 - 120
- 120 - 140
- 140 - 160
- 160 - 180
- 180 - 200
- 200 - 220

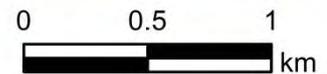


Figure 2 Topography and Hydrology

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4.3 Planning Policy Context

4.3.1 National planning policy

4.3.1.1 National Planning Policy Framework (NPPF), 2018

The NPPF sets out that a key objective of the planning system is “to contribute to the achievement of sustainable development”, which will be achieved through three overarching objectives including “*an environmental objective- to contribute to protecting and enhancing our natural, built and historic environment...*” (Ministry of Housing, Communities and Local Government, 2018).

Part 12, Achieving well-designed places, states 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*”. Part 12 goes on to state: “policy and decisions should ensure that developments... are visually attractive... (and) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). An understanding of history and heritage is therefore important in developing neighbourhood plans to explain how this should inform future development.

Part 16, Conserving and enhancing the historic environment, states that “*Plans should set out a positive strategy for the conservation and enjoyment of the historic environment... (taking) into account: ...the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of place*”.

4.3.1.2 Planning Practice Guidance, 2014

Planning Practice Guidance was reviewed, catalogued and published on the internet by the government in 2014 (DCLG, 2014). The section on design includes guidance on promoting landscape character (Paragraph: 007Reference ID: 26-007-20140306). It states that “*development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development*” and that the “*successful integration of new development with their surrounding context is an important design objective*”.

4.3.2 Local planning policy

4.3.2.1 Stockport Local Plan

The Stockport Local Plan is currently under development and will cover a range of development needs for the borough. This will include planning for new homes, transport and infrastructure, planning communities and the local economy, and will guide development in the borough up to 2035.

4.3.2.2 Core Strategy DPD March 2011, Stockport Metropolitan Borough Council Local Development Framework

The Stockport Core Strategy is part of the Local Development Framework (LDF) for the Borough. The Core Strategy provides the overall spatial strategy for the Local Development Framework (LDF). *Core Policy CS8 - SAFEGUARDING AND IMPROVING THE ENVIRONMENT* is the main policy of note with regards to this Heritage and character Assessment. The following policies which fall under different categories are of note:.

Quality Places

3.285 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 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.

3.287 The main purpose of GI is to provide a network of green space that connects ecological, historic and cultural and landscape assets, which contribute to local distinctiveness and quality of life for residents and visitors.

Landscape Character Areas

3.293 *The landscape and character of the borough's countryside will be preserved and enhanced, taking into account the distinctive attributes of local areas based on a landscape character assessment*

3.294 *The environmental values and principally informal recreational role of the borough's river valleys will be safeguarded and enhanced.*

Biodiversity and Nature Conservation

3.296 *Development will be expected to make a positive contribution to the protection and enhancement of the borough's natural environment, biodiversity and geodiversity. Sites, areas, networks and individual features of identified ecological, biological, geological or other environmental benefit or value will be safeguarded.*

Heritage Conservation

3.300 *The Council recognises the unique place the historic environment holds in Stockport's cultural heritage and the multiple ways in which it supports and contributes to the economy, society and daily life.....Conserving and managing this resource for future generations is a key component of the wider principle of sustainable development.*

3.301 *Development will be expected to make a positive contribution to the protection and/or enhancement of the borough's heritage assets.*

Stockport has taken a pro-active approach to conserving the heritage of the borough, as set out in its **Conservation and Heritage Strategy, 2008**. This document sets out a comprehensive and integrated approach forming the basis for conservation and heritage activities in the Borough. The aims of the strategy were to identify and raise awareness of Stockport's heritage assets, promote the opportunities for those assets to contribute to the wider regeneration and development of the Borough, and foster their continued use, enjoyment and access for present and future generations.

Greater Manchester Biodiversity Action Plan

The Greater Manchester Biodiversity Action Plan (GM BAP) aims to provide an over-arching document for biodiversity across all districts of greater Manchester with the aim *"To promote the conservation, protection and enhancement of biological diversity in Greater Manchester for current and future generations"*

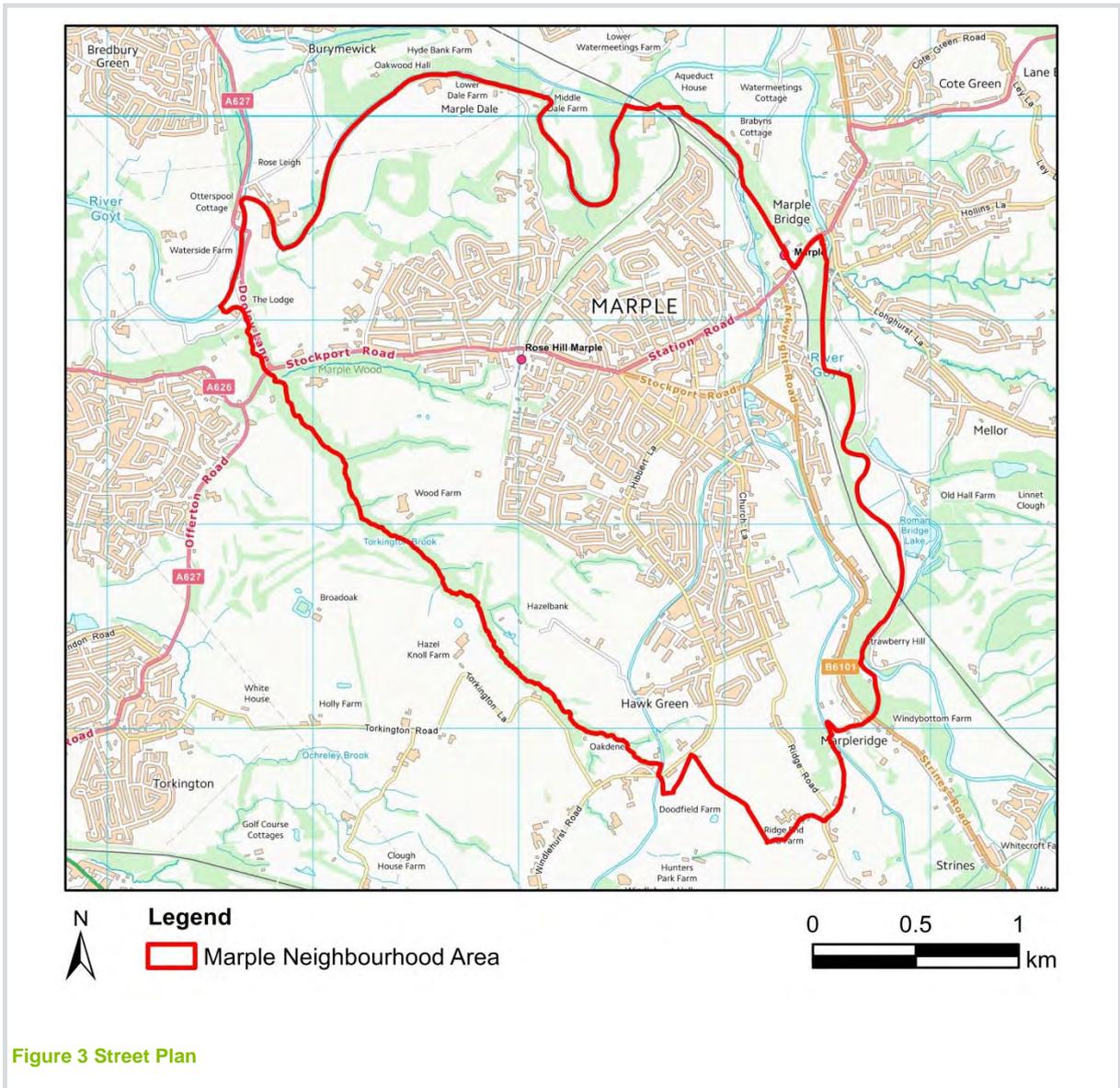


Figure 3 Street Plan

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4.3.3 Historical development

4.3.3.1 Historical Development

The settlement at Marple are unclear as it was omitted from the Domesday Book of 1086 and is believed at this time to be inside the Macclesfield Forest. The place name of Marple is known to be derived from Maere Pill, first recorded in the 12th century, meaning boundary stream.

Settlement in the area prior to the industrial revolution was characterised by dispersed agricultural buildings in and around the village. From the post-medieval period the woollen industry became a key part of the local economy and a large proportion of Marple’s population would have been engaged in the industry on a domestic scale.

The cotton textile industry arrived in the area with Samuel Oldknow’s Mellor Mill in the late 18th century, and in the 19th century the construction of the Peak Forest Canal, Macclesfield Canal, and the Hyde Branch of the Manchester, Sheffield and Lincolnshire Railway allowed Marple’s industry to thrive.

Although the town’s textile industry declined during the mid-20th century, transport links have allowed Marple to prosper as a commuter town serving Stockport and Manchester.

Timeline:

- 1122** - First mention of Marple is made in purchase documents and deeds dated to the 12th century.
- 1206** – The Earl of Chester grants Marple and the surrounding area to Robert de Stokeport to be used as forest.
- 1220** - Land surrounding Marple passes to the Vernon family following Robert de Stokeport's sister's marriage to William Vernon.
- 1400s** – Marple Hall is constructed.
- 1596** – The Manor of Marple comes into the ownership of Sir Edward Stanley of Tonge.
- A woollen industry had developed by this period with inhabitants working as sheep shearers and dyers.
- 1606** - Marple Hall and Wybersley Hall were purchased by the first Henry Bradshawe along with 1,000 acres of land for £270.
- 1658** - Marple Hall is rebuilt by Henry Bradshawe (son of the first Henry Bradshawe)
- 1790** – A cotton mill known as Mellor Mill is established on the River Goyt by Samuel Oldknow, outside of the Neighbourhood Plan Area to the east, establishing the cotton textile industry in the area. It was the largest spinning mill in the world when constructed.
- 1797** – Limekilns are constructed by Oldknow, east of Marple, surviving today as ruins beside Strines Road.
- 1794** – Construction begins on the Peak Forest Canal, funded by Samuel Oldknow and Richard Arkwright Junior, travelling between Ashton-under-Lyne and Buxworth.
- 1800** – The Peak Forest Canal and Tramway is opened to traffic. Included in its length is the Grand Aqueduct, today known as Marple Aqueduct (DSC_0004).
- 1811** – A church is built on Church Lane at Marple Ridge to replace a smaller timber framed church of ruinous condition, funded largely by Samuel Oldknow.
- 1820** – The area of Marple remains primarily dispersed farmsteads and a few small clusters of houses.
- 1826** – Construction begins on the Macclesfield Canal, with Thomas Telford as principal engineer, travelling between a junction on the Peak Forest Canal to the Trent and the Mersey Canal.
- 1828** – Samuel Oldknow dies.
- 1830** – Hollins Mill is constructed east of what is now Hollins Lane by Charles Warmesley for his son.
- 1831** – The Macclesfield Canal opens to traffic. It closes to commercial traffic in 1954, but remains in recreational use.
- Shepley Mill, later known as Rhode Mill, is constructed beside the Macclesfield Canal at what is now Hawk Green. Hawk Green develops as a small mill workers settlement by the middle of the century, including Rhode Houses in 1855.
- 1836** – The Hollins Branch of the Peak Forest Canal is cut to grant access from Hollins Mill directly to the canal.
- 1859** – The Carver family assume ownership of Hollins Mill. As the largest employer in Marple, they foster a paternalistic role for themselves in the town establishing much of Marple's civic amenities.
- 1865** – The Manchester, Sheffield and Lincolnshire Railway's Hyde Branch to New Mills is completed, running parallel to the Peak Forest Canal in the east of Marple. Marple Station is opened on the line, although rebuilt in the 1970s.
- 1866** - Marple becomes a civil parish of Cheshire.
- 1869** – The Macclesfield, Bollington and Marple Railway opens, and a station named Marple (Rosehill) is constructed west of the town. The station survives today as Rosehill Station.

1880 – The present All Saints Church is constructed, replacing the church of 1811 which had become too small to accommodate the growing congregation.

1882 – The Hawk Green branch of the Compstall Co-operative Industrial Society Ltd opens.

1892 – Mellor Mill is destroyed by fire.

1900s – The cotton trade prospered in Stockport and Manchester; and Marple, thanks to its transport links, similarly prospered.

1900 - Marple Cricket Club is formed.

1905 - Goyt Mill is constructed adjacent to Shepley Mill in Hawk Green, as a cotton spinning mill (DSC_0054).

1909 – Historic mapping records Marple's urban area. Development in Marple is typically made up of terraced housing, south of Stockport Road and north of Church Lane. Larger middle class housing is located on Station Road and Bowden Lane.

1920s - Bus and rail services began to transform Marple into a suburb of Stockport.

The Peak Forest Tramway is closed.

Hollins House is bequeathed to the local authority becoming local council offices, now Grade II listed, and the associated park made into the Memorial Park (DSC_0166).

1930s – Suburban residential development is undertaken north of Marple.

1932 – A cinema is opened by the Marple Cinema Company in a former chapel. The cinema operates to this day as the Regent Cinema.

1954 – Hollins Mill closes, and is partially demolished in 1957 followed by the infilling of the Hollins Branch Canal. The weaving sheds survived until 1988, when demolished for the construction of a Co-operative Superstore.

1959 - Marple Hall is demolished.

1959 – Cotton spinning ceases at Goyt Mill and, after a period of vacancy, is used for the manufacturing of foam.

1960s – The Peak Forest Canal Society and Inland Waterways Association campaigns for the reopening of the Peak Forest Canal, achieving restoration of the waterway by 1974.

1970s – The northern and western extent of the town is largely developed by suburban residential housing by the 1970s.

1974 - The urban district was abolished and Marple becomes part of the Metropolitan Borough of Stockport.

1981 – Goyt Mill is divided into multiple units for individual businesses, after foam manufacturing ceases at the mill. The mill remains in this use today.

This timeline is not exhaustive and is not designed to fully reflect the history of the Neighbourhood Plan area but to encapsulate key dates relating to its development. Further information on the sources can be found within our reference section in the Appendices.

4.3.4 Cultural associations

The Artist Alan Boysun, who is known for his murals and sculpture, was born in Marple in 1930. Of his work English Heritage have said. His most famous works are the *Co-Op Mosaic* in Kingston upon Hull and the *Tree of Knowledge* at the former Cromwell Secondary School in Salford “*It has a high level of aesthetic and artistic quality represented in a bold and striking composition*”. There are no records of any of his works in Marple.

Christopher Isherwood is also linked to the area, he inherited Marple Hall. The hall was the ancestral home of the Bradshaws and passed to the Isherwoods, who then offered it to Stockport council in 1954. It was demolished in 1959.

4.3.5 Landscape designations

Statutory and non-statutory landscape designations have been reviewed to determine the levels of protection currently given to the landscape within the study area. Part of the lower valley adjacent to the River Goyt to the west of the NP area has a Ramsar Designation. This is not a landscape designation per se, but gives a level of protection to the use of the land which means it is likely to remain as open land. The land is listed as a Wetland of International Importance under the Convention on Wetlands of International Importance especially as waterfowl habitat (the Ramsar Convention) 1973.

Barlow Wood in the south east of the character area is broadleaved woodland on a steep river valley slope designated as a site of Biological Importance (SBI). Woodland species indicate that parts of the area can be classed as Ancient Woodland. Access to the woodland is limited to a few paths as the site contains sensitive plant communities.

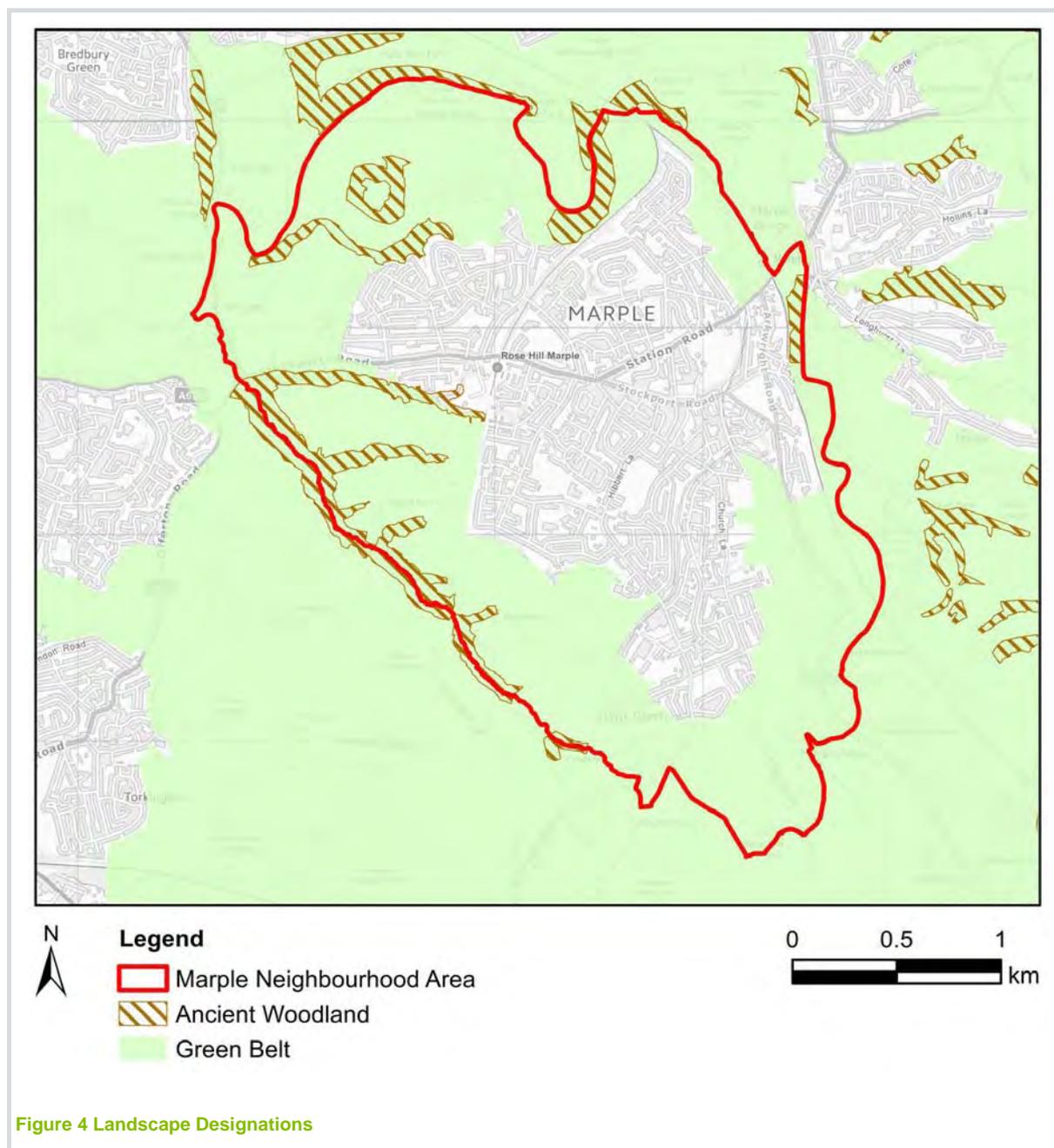


Figure 4 Landscape Designations

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4.3.6 Existing Landscape Character Assessment

Existing character assessments have been reviewed to provide some context to this more detailed assessment. The study area falls within National Character Area (NCA) 55 Manchester Conurbation (NE463), as defined by Natural England (Natural England, 2013). This NCA is broad but provides some context to the character of the study area. There are no county or district level assessments which include Marple.

Natural England defines key characteristics as “those combinations of elements which help to give an area its distinctive sense of place” that would result in significant consequences for the current character if they were changed or lost. As a result, they form important evidence to support the development of planning and management policies and a reference point against which to monitor change. The key characteristics of this area which are of particular relevance to this assessment are:

- Manchester Pennine Fringe occupies the transitional zone between the open moorlands of the Dark Peak and Southern Pennines, and the densely populated urban conurbation of Manchester;
- The area owes much of its character to its proximity to the adjacent Pennine moors, and the deeply incised, steep valleys that characterise the transition from moorland to urban area;
- There are prominent views from urban settlements looking up the Pennine slopes towards the adjacent South Pennine Moors and the Dark Peak. Equally, looking down from the foothills of the moors provides extensive views across to the adjacent Manchester Conurbation NCA;
- Much of the countryside is influenced by recreational use from adjacent urban areas and also by the diversification of farmland. The river valleys, upland hinterland and proximity of urban development all contribute to the area’s distinct Pennine fringe character;
- The natural distribution of habitats throughout the area has been heavily modified by human activity over centuries, especially since the Industrial Revolution. Woodland is concentrated in narrow, steep-sided valleys that cut into smooth shoulders of pastoral land, but it also extends along whole river valleys;
- Rivers and canals are also an important feature of this area, providing transport routes and links to industrial heritage.

5. Character Assessment

Character Area Profiles

The results of the desk study and fieldwork have been analysed and five distinct character areas have been identified, as shown in Figure 4. These have been informed by the following:

- **Historical development** - including street pattern, land use, Conservation Areas and heritage assets;
- **Movement and connectivity** - including physical boundaries such as railway lines, roads, rivers and gateways, nodes and linkages;
- **Land use** and levels of activity;
- **Urban structure and built development** - including density and building height, enclosure, architectural style and detailing;
- **Green space and public realm** - including those with planning policy and statutory protection, and how this relates to buildings and spaces; and
- **Views** and their contribution to an understanding of character, including the identification of landmarks.

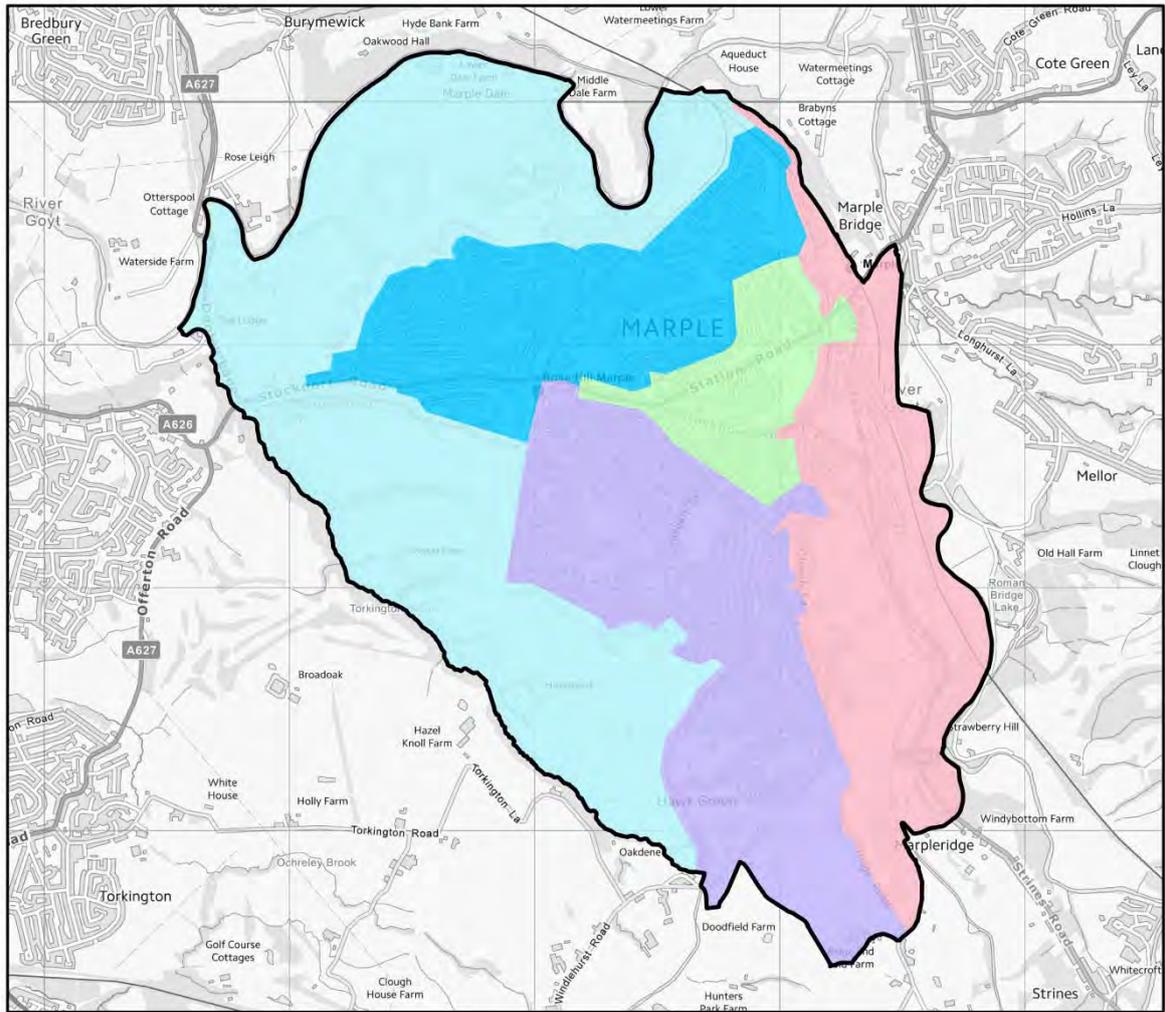


Figure 5 Character Area Overview

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5.1 LCA 01: Marple Town Centre

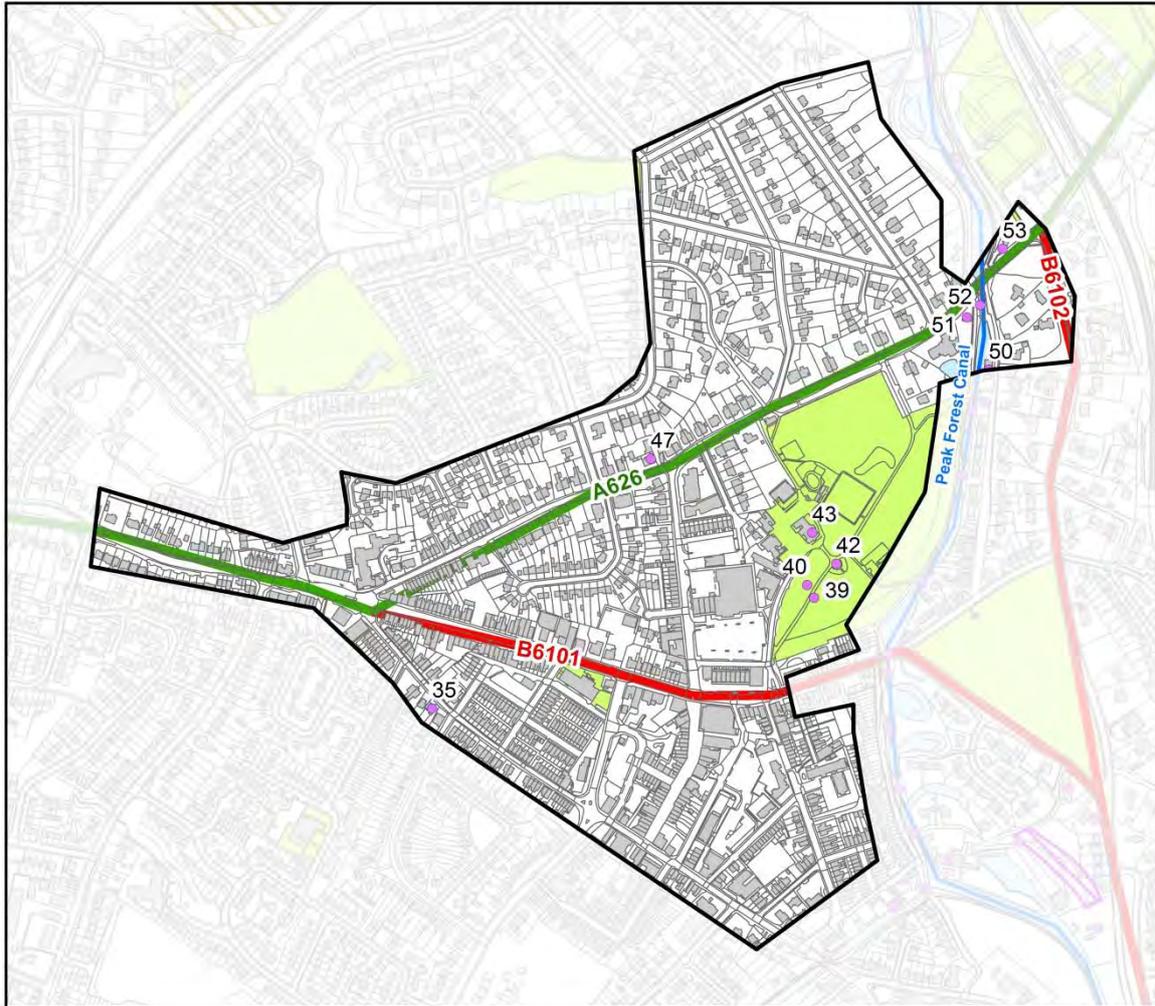
5.1.1 Key characteristics

The key characteristics of Marple Town Centre are as follows:

- Fine grain settlement pattern;
- Distinct urban character with a well-defined commercial and civic centre;
- Busy, bustling commercial streets;
- Open character and strong links and views to the countryside from the Memorial Park and the Peak Forest Canal;
- Good provision of routes for pedestrian movement across the area;
- Large number of historic buildings, which document phases of Marple's historical development;
- Varied and textured street frontage resulting from individually designed buildings;
- Topography is generally flat within the commercial area, but falls steeply within Memorial Park and Station Road east towards the lower valley; and
- The provision of parking is prevalent throughout the area.



View east along the Peak Forest Canal



Legend

□ TCA 01: Marple Town Centre

Listed Building

- Grade I
- Grade II*
- Grade II

■ Buildings

— Watercourse

— Primary Road

— Secondary Road

— Surface Water

— Open Greenspace

0 100 200
m

Figure 6 LCA 01: Marple Town Centre

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Natural Factors

5.1.2 Topography and hydrology

There is little change in topography within the commercial area of the town. However, the land falls steeply from west to east within The Memorial Park towards the Peak Forest Canal, and Station Road, which leads to Marple Station in the lower valley.

Cultural and Social Factors

5.1.3 Movement and connectivity

Station Road and Stockport Road are the Primary Roads within the area, which connect west to Stockport and east along Station Road to the railway station and Glossop Road.

These roads curve through the north of the area, and undulating topography, restricts sight lines and enhances the sense of enclosure and isolation from areas beyond the LCA while still allowing permeability. They are very busy roads. Stockport Road is mainly urban in character and enclosed by built form, while Station road is more open in character, with enclosure formed by trees within gardens and the Memorial Park. Station Road falls steeply towards the Railway Station. Market Street is the main commercial street in the area; it's relatively narrow and pedestrianised offering a strong sense of enclosure.



Station Road steeply falling towards the lower valley

Footpaths along Station Road are narrow and the road is dominated by vehicular traffic. Pedestrian and cyclist use the Peak Forest Canal Tow Path, St Martin's Road and the Memorial Park to travel between the town centre and the Station, and traverse the area. Pedestrians, cyclists and ramblers are required to cross Station Road where it crosses the canal. This is made particularly difficult due to vehicular speeds along the road.

Stockport Road becomes a secondary route for cars, after the junction with Station Road. It is highly enclosed by commercial properties as it passes through the main town centre of Marple, traffic generally moves quite slowly in this area, as there are a greater number of pedestrian crossings in the area. Stockport Road connects to Strines Road which is more rural in character. Traffic speeds along the road are fast. Church Lane and Hollins Road are secondary streets which connect to Stockport Road, They are relatively busy with vehicular traffic and are lined with terraced housing, which fronts on to the street. There are no cycle lanes on the main roads in the area. Cyclists in the area, primarily use the Peak Forest Canal Tow Path for recreational use.

The Main bus stops in the area are located along Stockport Road, opposite Trinity Street North of Market Street. It is and therefore one of the primary gateways into the area.

5.1.4 Land use

This character area contains the primary commercial district within Marple.

Market Street and Stockport Road are the main commercial centres, along with Hollins Lane which includes a large supermarket. Market Street hosts cafes, public houses, retail and commercial units, butchers, green grocers and a fish monger stand. The street is predominantly occupied by small independent retailers.

Stockport Road contains a mixture of commercial, retail units, public houses and restaurants. There are more retail chains along this street. The Regent Cinema is located at the very eastern end of Stockport Road. Builders merchants, petrol stations and takeaways are located at the western

end of Stockport Road. Marple Library and Citizens advice bureau can be found on the western periphery of memorial park. The rest of the area also has a large residential community, particularly south of Stockport Road and North of Station Road.



View West along Stockport Road of the Regent Cinema and the entrance to Market Street in the distance

5.1.5 Urban Structure and built form

Marple historic core has two distinct parts which represent the approximate extent of the historic core. These can generally be divided between the north and south. The south is characterised by the typically dense urban grain of a 19th century town, dominated by rows of terraced workers houses; and north by the leafy suburban streets in the north of the area. Despite representing a relatively short period of development through the 19th and early 20th centuries, a great variety in the form of houses is apparent in the south of the area. The piecemeal and somewhat unregulated character of development, away from a large urban centre, has resulted in a diversity of styles and designs. The east of the area has been spared development, and the historic grounds of the former Hollins House survive as Memorial park. The streetscape of the area is generally well enclosed by mature trees and dense hedgerows divide the generous buildings plots, with ample front and rear gardens, from the road.

The urban structure of this character area is heavily influenced by Memorial Park, Stockport Road and Station Road. Development south of Stockport Road has a fine grain settlement pattern. Market Street is predominantly comprised of two storey buildings which commercial ground floor units with a range of shop fronts. The distance between façades leads to a sense of enclosure. Market Street contains a mixture of two and three storey buildings composed of brick or lime rendered. Individually designed shopfronts result in a varied and textured townscape.

Large surface-level car parks are located on Trinity Street and Derby Street, which provide back of house servicing to Market Street. This breaks up the fine grain of the area, reducing the sense of enclosure and fragmenting the townscape in certain areas. West of Hibbert Lane, small two storey redbrick terraces line the streets, creating a strong sense of enclosure which is exaggerated by on-street parking which is common on both sides of the road. Properties have bay windows and small front gardens, with low redbrick boundary walls and hedgerows. The design and detailing to the terraces varies, such as the addition of private gardens to some properties, which contributes to a rich and textured townscape.

Settlement pattern is coarser to the north of Stockport Road. Buildings within the Station Road Conservation Area, particularly east of Hollins Lane, are predominantly three storey red brick mansions, with large gardens and mature trees, which create a sense of grandeur. West of Hollins Road two storey red brick terraces and sand stone terraces line the street. The terraces have decorative arches above the doors and windows, bay windows and small front gardens with low walls and hedgerows the boundaries, which create a strong sense of enclosure along the heavily trafficked street. Hollins road has some fine examples of decorative terraced housing. The properties have arched doorways with patterned glass, textured and pattern brick façade and bay windows and

are pictured below. The properties also host low sandstone walls boundaries which are prevalent throughout the NP area.

Stockport Road is lined by terraces, with a mixture of homes and commercial properties. Although there is commonality in the predominantly two storey redbrick buildings, quality along the street varies greatly. There is a mixture of front gardens, pavement and boundary treatments to commercial properties and the presence of street trees. This result in a fragmented public realm, and with the addition of the busy trafficked road, provides a poor environment to one of the primary commercial streets within the area.



Brick terraced properties along Hollins Street

5.1.6 Heritage assets

Centred on Station Road, the suburban north of the area exhibits a more open grain of development with semi-detached and detached villas built for the middle classes during the late 19th and early 20th centuries.

A total of 27 heritage assets are located in the LCA; comprising eight listed buildings, two Conservation Areas and 17 locally listed buildings.



Terraced houses along Church Street demonstrates the variety in building styles throughout the character area

Listed Buildings

A total of eight listed buildings are located in the LCA, all of which are considered of special interest and are Grade II listed.

Of note is the former Hollins House, now Council Offices (NHLE 1242215); this comprises a large Georgian country house dated to the early 19th century, of Flemish bond red brick with ashlar dressings. Three further Grade II listed buildings are associated with the house's former park, now Memorial Park. These include the War Memorial (NHLE 1447174), a sundial formerly at Marple Hall (NHLE 1260130) and stock ends (NHLE 1242244). Also of note is No. 24 and 26 Church Lane (NHLE 1260260), a pair of early 19th century double pile houses of dressed stone with random rubble sides.

A further three listed buildings are located within Conservation Areas, and those within the Station Road / Winnington Road Conservation Area have been discussed within the respective section. A lock keepers cottage (NHLE 1260023) and associated lock (NHLE 1242293) are located in the Peak Forest Canal Conservation Area, which is primarily located in LCA 02.

Conservation Areas

There are two Conservation Areas located within this LCA. These include the Station Road / Winnington Road Conservation Area and a small area of the Peak Forest Canal Conservation Area, which is discussed within LCA 02.

Station Road / Winnington Road

The Station Road / Winnington Road Conservation Area covers historic residential development on Station Road, Ley Hey Road and Winnington Road. The area is characterised by houses and villas originally built for the middle-class, north of Hollins Mill. It is distinct from the terraces of mill workers housing which dominated the south of the town during the period.



Station Road at the junction with Ley Hey Road

Houses are principally detached, and while a variety of materials and styles is apparent, the domestic revival style house is common to of the area.

Manor House (NHLE 1242467) is the only listed building is located inside the Conservation Area. It is a rough cast rendered three storey house with origins in the early 18th century, indicated by a date stone reading INR 1731. A further five buildings in the Conservation Area are locally listed and include more architecturally significant examples of the middle class villas which dominate the area.

Buildings of Local Interest

A total of 17 buildings in the LCA have been locally listed by Stockport Metropolitan Borough Council and represent noteworthy houses in the area, as well as a number of amenities which reflect the historic development of the area. These include the Regent Cinema, Carver Theatre, Marple Conservative Club, Pineapple Inn and the surviving date stone from Samuel Oldknow's Mellor Mill.

A further three buildings have been identified by this study, which contribute positively to the character and appearance of the area and, most importantly, reflect the historic development of the area and contribute to its distinctiveness:

- The Hatter Arms comprises an early to mid-19th century house, subsequently converted to a public house. It is symmetrical in plan with central decorative doorcase and flanking first storey oriels. The building is constructed of coursed dressed stone with ashlar dressings and slate roof pictured below;
- Marple Swimming Pool (formerly Marple Swimming Baths) was constructed in 1931 and comprises a simple modernist building of red brick with stone dressings. Of note is its interior, with a steel fan truss roof and an art deco stage with a fluted plaster stage surround; and
- Albert School on Church Lane dates to the late 19th/early 20th century, constructed in a typical institutional style of red brick with ashlar dressings.



The Hatters Arms, Church Lane



Albert School along Church Lane constructed in a typical institutional style of red brick with ashlar dressings

5.1.7 Green space and public realm

The memorial park is the primary open space within the centre of Marple. It consists of large open lawns with mature trees along its periphery, and individual trees dispersed throughout the park. The primary focal point within the park is the war memorial, but the park also contains a bowling green, skate park, French boules and children's playgrounds. The Peak Forest Canal runs along its eastern boundary with a tow-path along its western edge. Marple Library, Marple Citizens Advice Bureau, and the Charles Ingham Bandroom sit on the edge of the park complimenting the civic nature of the park, however parking dominates these institutions and a road and planting surrounding the buildings create separateness between buildings and the park. Access to the park is rather understated; it is well connected to surrounding areas and neighbourhood via secondary access points along Station Road and the Canal. The primary entrance via Stockport Road is poorly articulated which is the main connection to the commercial areas within Marple. Pedestrian access here is secondary to vehicles parking at the library and Citizens Advice Bureau (CAB).



Memorial Park skate-park

Market Street, which is pedestrianised, provides a pleasant environment in contrast to the surrounding heavily trafficked streets. The street has a significant amount of street clutter, particularly advertising stands. It is paved in concrete slabs and setts with street trees and street furniture placed along the middle of the street.

Stockport Road also has a small piece of public realm opposite Trinity Street north of Market Street, which connects into the Memorial Park. Buildings are set back from the street and provide open space to retail and commercial units along the street. The town's main bus stops are also located here. There is a mixture of paving types throughout the space including slabs, setts and infill concrete and macadam repairs. Street furniture and indiscriminate street tree planting clutter the space.

Mature Trees make a significant contribution to the character of the area, particularly within Memorial Park, along the Canal and within the Gardens of the Station Road Conservation area, and provide an indication of the historical development of the area.

5.1.8 Views

There are opportunities along Church Lane for views along the Macclesfield Canal, taking in the urban context to the north-east and countryside to the south-west. Views of the Peak Forest Canal and the surrounding countryside from where Stockport Road joins Strines Road allow for an appreciation of the town within its wider setting. There are also views from this busy junction into Memorial Park. Views within Memorial Park down to the canal are an important part of the character of the park, and the Park itself provides opportunities for panoramic views east towards the Peak District.



View North from tow-path adjacent to Stockport Road with the Peak District visible in the background

5.1.9 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the architectural qualities and historic features of the area and its cultural identity.

- A large number of historic buildings are located in the character area, largely dated to the 19th century, which positively contribute to the character and appearance of the area.
- 20th century houses in the north of the area have maintained the tradition of larger plot sizes, often with generous front gardens and a general suburban character.
- The historically verdant character of the north of the area is readily legible, influenced by the first suburban development of the LCA from the mid to late 19th century. Extensive mature vegetation enhances the sense of enclosure, privacy and domestic character of the north of the LCA.
- The curving streets through the north of the area, and undulating topography, restricts sight lines and enhances this sense of enclosure and isolation from areas beyond the LCA while still allowing permeability through it.
- Despite the denser grain of development in the south of the LCA, front gardens and mature trees are a dominant visual characteristic of historic properties.
- Development in the south of the LCA is defined by the diversity of terraced housing.
- Buildings are typically two storeys in height often allowing views towards the wider landscape.
- The tight grain of development and properties which are aligned to the back of the pavement within the main shopping area divide it from neighbouring residential development creating a clear boundary.
- The open space of Memorial Park is integral to the identity of Marple, and provides a sense of relief and tranquillity within a busy urban area.
- The influence of historic commerce and industry is still visible in the area, particularly in the buildings adjacent to the Peak Forest Canal.
- Concentration of commercial and retail units along Market Street and Stockport Road create a distinct centre to the area.

- Civic buildings, such as the Carver Theatre, Regent Cinema, Library, CAB, Charles Ingham Band Room, and Marple Methodist Church contribute architectural variety and quality to the area and enhancing the civic environment.

5.1.10 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to safeguarding the historic character of the area.

- There has been significant pastiche development within the Station Road / Winnington Road Conservation Area. This has been executed in low quality, modern materials with poor attention to detailing. An example includes a four storey building at the corner of Station Road and Hollins Road, which also disregards the prevailing scale of existing buildings in the area.
- The quality of a number of historic buildings has been degraded by unsympathetic modern alterations and additions. This includes the loss of timber windows and doors, the addition of uPVC fascia boards, and extensions of unsympathetic scale employing low quality materials.
- The dominance of traffic and vehicles parked along Stockport Road and car parks throughout the area;
- Poor quality of public realm along Stockport Road.
- Poor connectivity between Memorial Park and Market Street, the primary commercial street within the area.
- Post war commercial architecture is generally in poor condition, and makes little contribution to the quality of the area.
- Some vacant buildings, primarily commercial buildings, along busy roads like Stockport Road and Church Lane detract from the area.
- Street clutter along Market Street includes signage and advertising that are incongruous with the historic character of the area.
- Lack of cycle racks or cycling infrastructure.

5.1.11 Sensitivity to change

There are also some elements which are particularly sensitive to change.

- Green boundary treatments, trees and front gardens, which positively contribute to the character and appearance of the area, are susceptible to change or loss.
- The domestic scale of existing buildings, which are generally two storeys in height.
- Change of use and alterations to properties, specifically the loss of ground floor commercial and retail units.
- The diversity of shop frontages along Market Street, which generally occupy single units, contribute to the fine grain of development in the area.

5.2 LCA 02: Peak Forest Canal and Lower Valley

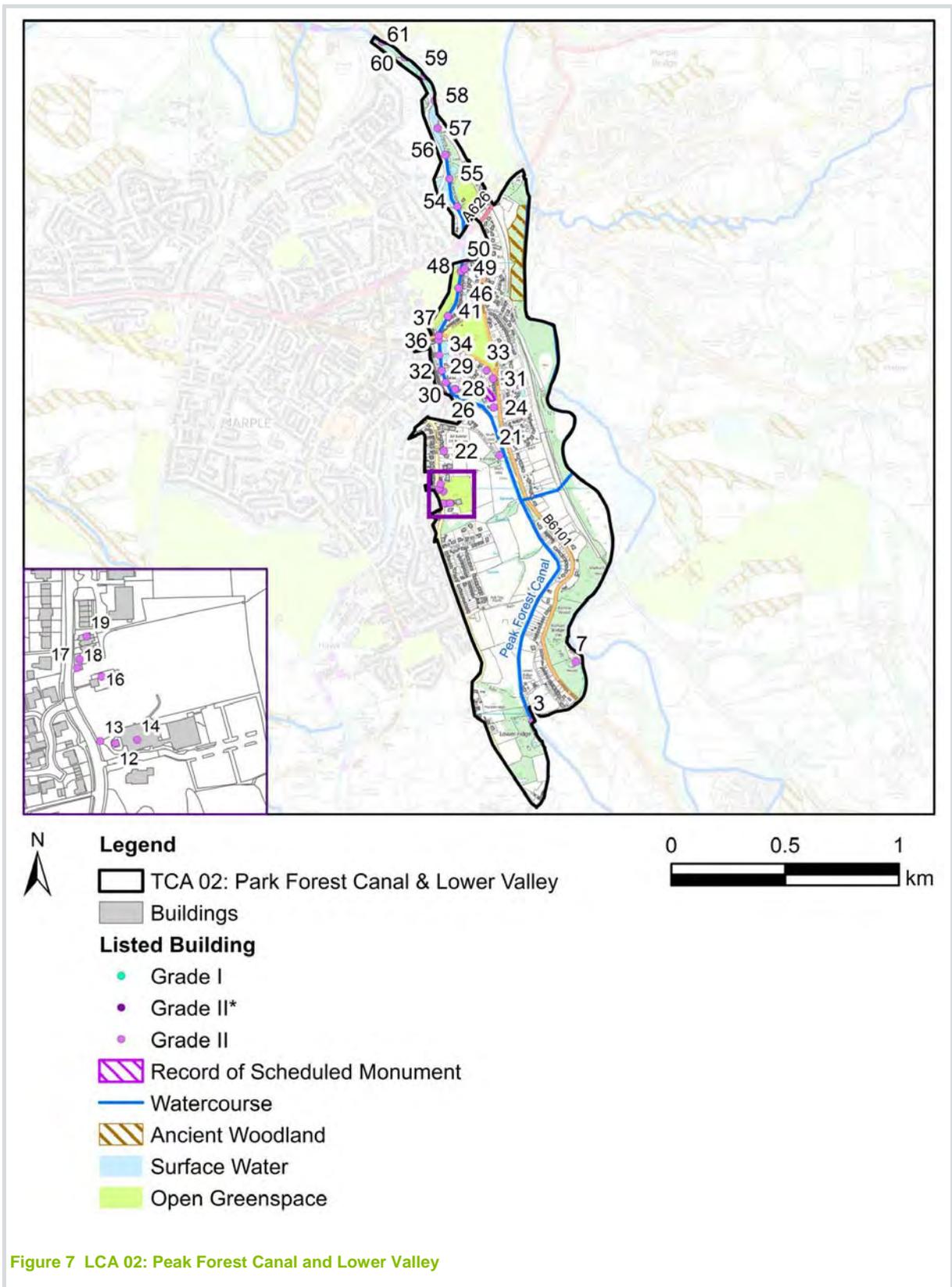
5.2.1 Key characteristics

The key characteristics of the Peak Forest Canal and Lower Valley are as follows:

- Rural character to the majority of the area with the exception of Church Lane, which has a urban settlement character and has a regular grain of the townscape along Church Lane;
- Contrast between the regular ribbon settlement pattern and open hillside to the east;
- Large areas of open space and views of open hillside. Private front and rear gardens, churchyard and glebeland contribute to this;
- Distinctive dry stone boundary walls and private gardens with mature trees;
- Trees in green spaces, framing views, delineating routes and spaces, and in the wider landscape;
- Panoramic views to north and east over Pennines;
- Buildings of architectural merit dating largely from the 19th century;
- Traditional craftsmanship embodied in original building materials and distinctive architectural features; and
- Limited palette of natural building materials creates a sense of unity.



View east along the Peak Forest Canal



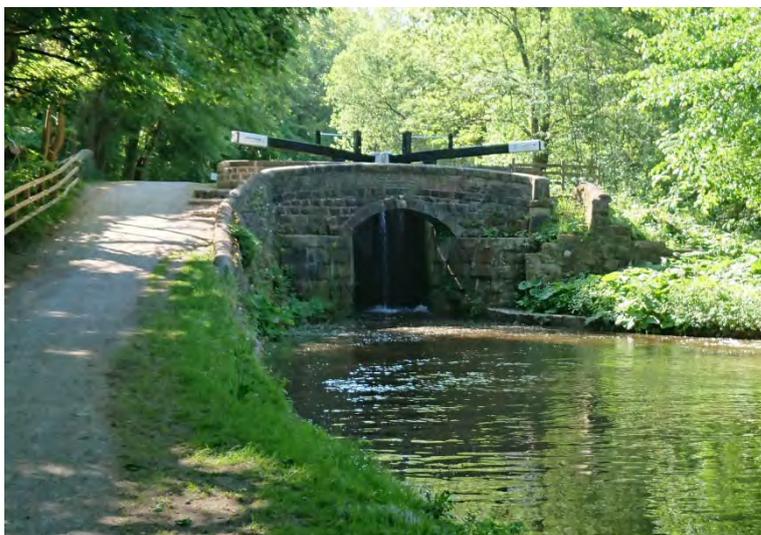
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Natural Factors

5.2.2 Topography and hydrology

The land falls steeply from the west to the east, from a ridge line delineated by Ridge Road and Church Lane and immediately east of the Peak Forest Canal and Strines Road. The gradient here is particularly steep due to the construction of the Canal. The green along Oldknow Road slopes gently to the east and connects to Lake Road, which traverses a steep slope to connect the urban area to the valley floor.

The area includes a long section of the River Goyt and is the only LCA to include the Peak Forest Canal. The level change along the Peak Forest Canal drops significantly from north to south. There are four locks along Lockside road in the town centre, four locks south of Memorial Park and eight locks north of Station Road.



The Peak Forest Canal north of Station Road

Cultural and Social Factors

5.2.3 Movement and connectivity

Brabyn's Brow is the historic approach from the east and one of the primary roads within the character area. It crosses the river Goyt and Railway Line near the valley floor and becomes Station Road. Busy with traffic it has a semi-urban character, as it's surrounded by large trees from the surrounding valley slopes and front and gardens of properties which line the road. Strines Road is the primary road through the area, connecting Marple to the village of Strines. It is a busy road with narrow footpaths and connects to Stockport Road. It has a semi-rural character, with deep set-backs to houses near the town and quickly changes to countryside with open views east to the peak district. Bray Church Lane is a secondary route within the Conservation Area and runs parallel to Strines Road within this LCA. It has a strong village character, with a variety of historic buildings and mature trees lining the route.

The Peak Forest Canal runs through the character area, and is the primary pedestrian and cycling route through the area. The character area also includes Marple Station, which has a large car park and sits within the lower valley. The Canal connects Marple to Ashton-under-Lyne in the North and Whaley Bridge in the South. The Canal is located on the eastern edge of the NP area. The canal is well used by walkers and cyclists and animated further by the traditional narrow boats which travel up and down the canal. Church Lane connects to the Peak Forest Canal and the lower valley to the Goyt River via the Goyt Valley Way which is a pedestrian trail through the area. The route crosses Strines Road. Entrance and Exit of the lanes and routes are difficult to see. The lane offers panoramic views over the Goyt Valley, and crosses the Peak Forest Canal at Brickbridge Bridge providing further views along the canal.

5.2.4 Land use

Large parts of the area are covered in woodland. The lower valley contains The Garden House, located on Lakes Road, which holds events for young children and includes farm animals and play equipment. There is some sub-urban housing east of the Canal along Strines and Arkwright Road and West of the canal along St. Martins Road, Church Lane and Ridge Road.

All Saints Church, with associated church grounds and cemetery, is located on Church Lane. Brickbridge Road includes All Saints C. of E. Primary School and a Girl Guiding Centre - Marple District West of the canal. Just off Ridge Road is Hill Top Farm, which includes an equestrian centre. Further along Ridge Road is the Ridge Methodist Church within a small hamlet, set within the context of agricultural fields and woodland.



All Saints Church and churchyard along Church Lane

Braybys Tennis Club is located on the land between the canal and Marple Railway Station. The area also contains a recreational ground within the Green along Oldknow Road.

5.2.5 Urban Structure and built form

The urban structure of the LCA is heavily influenced by its topography and the Peak Forest Canal that runs the entire length of the character area, and the railway line. Low density residential development begun in the mid-late 19th century. Suburban ribbon development is the dominant development type, and has a strong influence upon the historic character of the area.

There is a mixture of development along Church Lane and St. Martins Road and a fine grain of settlement, with mostly semi-detached or terraced buildings. There is a distinct centre formed around All Saint Church, which is more clearly a settlement than other parts of the area.

Ribbon development along the entire length of Strines Road is well screened by hedgerows and trees from the canal. Typically houses along the road have a deep set-back, and fall steeply towards the valley, east along Strines Road. As a result open views towards the peak district are maintained. Buildings are a mixture of styles and materials and are primarily detached, with larger plot sizes. The surrounding landscape which dominates the character of the settlement creates an open character. The fields within the All Saints Conservation area and to the south contribute to the open character. In contrast, the steep slopes, lower lying land and mature trees which line the



Marple Aqueduct in the north of the character area

canal in the valley bottom in the east and north create a sense of enclosure and separateness from the urban environment.

Church Lane hosts a variety of individual designed buildings along its route, generally composed of red brick or natural stone and buildings are predominantly two stories in height. Roofs, chimneys, decorative gables and dormers are distinctive features. Stone pillars, natural sandstone walls and natural stone capping predominate boundary treatment within the character area, with clipped hedgerows providing further enhancement.



Building along Church Lane



Building along Church Lane

5.2.6 Heritage assets

The present character has been strongly influenced by historic transport links which cross the area north to south, including the Peak Forest Canal and the Manchester, Sheffield and Lincolnshire Railway's Hyde Branch.

A total of 56 heritage assets are located in the LCA, comprising 39 listed buildings, one of which is also a Scheduled Monument, two Conservation Areas and 14 locally listed buildings.

Scheduled Monuments

The Marple Aqueduct (NHLE 1001954) is designated as a scheduled monument and a listed building, and is described below in the listed buildings section.

Listed Buildings

The Peak Forest Canal Goyt Aqueduct (NHLE 1242267), also known as the Marple Aqueduct, was constructed between 1794 and 1801 by the engineers Benjamin Outram and Thomas Brown. It is constructed of sandstone with three semi-circular arched spans and is Grade I listed

The remaining 38 listed buildings are of special interest and designated Grade II. Twenty are associated with the Peak Forest Canal and included within the Conservation Area. These comprise the canal managers cottage, tollgate cottage, lockside mill, bridges and locks, with a further three bridges associated with the River Goyt. This demonstrates the historical value of the Canal.

Beyond waterways, designated assets are primarily located within the All Saints Conservation Area. The only asset outside of a Conservation Area is Lumm House (NHLE 1242486), a farmhouse dated to the 17th century which represents the historically rural character of the LCA.



Peak Forest Canal

Peak Forest Canal Conservation Area

The Peak Forest Canal Conservation Area spans the entire length of the LCA, and continues a total of 24km (14.8 miles). Construction began in 1794 to transport limestone from Dove Holes in the Peak District. The canal terminates at Bugsworth in Derbyshire, from where the Peak Forest Tramway connected the canal to the quarries. The Conservation Area is largely characterised by the canal and towpath, and notably includes the Marple Lock Flight of 16 locks and a marina, with associated land at the junction with the Macclesfield Canal. Despite passing through the urban area of Marple, the Conservation Area is principally rural in character with wooded boundaries screening views into surrounding settlement.



No 5 + 7 Lime Kiln Lane

A total of 24 of the LCA's listed buildings are located inside the Conservation Area, including the Grade I listed and scheduled Marple Aqueduct. A further two listed buildings located in the Conservation Area lie within LCA 01. These include a lock keepers cottage (NHLE 1260023) and adjacent lock (NHLE 1242293).

All Saints Conservation Area

The All Saints Conservation Area is located to the south-east of the centre of Marple, and covers the New Church of All Saints (NHLE 1260309) and churchyard, houses on Church Lane and open land between the Peak Forest Canal and the church.



New Church of All Saints

The Grade II listed New Church of All Saints was constructed from 1878 to 1880 to replace Samuel Oldknow's earlier church, which had become too small. The Grade II listed tower (NHLE 1241882) of the earlier church survives to the north of the current church. Associated with the church are an early 19th century hearse house (NHLE 1260259) and stabling (NHLE 1241989). The church's two lych gates are locally listed, as is the All Saint's well. Immediately north of these assets is the Grade II listed No.'s 149, 151 and 153 Church Lane; a row of polite houses, constructed during the second quarter of the 19th century of hammer dressed limestone.

A number of large individually designed houses are located on Church Lane, typical of middle class development of the late 19th century (DSC_0126). A Grade II listed example includes The Shanty and associated stable block (NHLE 1439977), a vernacular revival house of snecked stone with red sandstone dressings with decorative timber framed elements. A further six houses on Church Lane of the period are locally listed.



In the east of the area is the Grade II listed Rose Lea (NHLE 1241827), two polite attached houses built in the 1820s of hammer dressed stone beside the Peak Forest Canal.

At the north of Church Lane, in closer proximity to the urban core of Marple, are located the locally listed Ring o' Bells public house and All Saints Primary School and associated masters house. The locally listed Chapel House Farm is located to the east.

Buildings of Local Interest

A total of 14 locally listed buildings are located in the area, 13 of which are located inside Conservation Areas and discussed within their respective sections. The remaining locally listed building is Beechwood; a large polite house constructed in the mid- to late 19th century.

Individual designed house along Church Lane

A further two buildings have been identified in this study, which contribute positively to the character and appearance of the area and, most importantly, reflect the historic development of the area, illustrating what has made the area distinctive:

- The Ridge Methodist Church pictured below was constructed in the mid-19th century, of coursed and hammer dressed limestone in a long isled plan; and
- The Ridge is a row of terraced houses dated to 1858, constructed of hammer dressed stone with ashlar dressings. Although a number of alterations have taken place, the row remains largely consistent in form and has group value.



The Ridge Methodist Church

5.2.7 Green space and public realm

The Peak Forest Canal passes through rural, urban and suburban areas and its landscape setting changes along its length. Within urban and peri-urban areas space can be constrained and the canal enclosed, in contrast with rural stretches which are open in character with open views or glimpses of the surrounding countryside. Stone boundary walls and retaining walls at embankments and hedgerows which delineate boundaries are common features along the canal. Stone mileposts and other structures, such as the lock gates, are distinctive markers along the route. There are a few points along the canal which are particularly distinctive within the area. At the junction with the Macclesfield Canal, there is a series of canal locks and footbridges and scenic views onto numbers 5 and 7 Lime Kiln Lane. The large ponds along the canal by Station Road are distinctive landmarks, along with the adjacent mature beech woodland. The canal acts as an important green infrastructure corridor within the np area.

The All Saints churchyard and Glebe land south of the Church are important open spaces along Church Lane. The setting for the Church and form a break in the urban fabric, reducing the sense of enclosure. The churchyard is open with lawn interspersed with a variety of gravestones. Mature trees follow the boundary walls, with a few semi-mature trees distributed within the open space. Mature Woodland is located to the back of the grounds, which screens and filters views of the Goyt Valley. This woodland also screens the large open agricultural land which stretches towards the Peak Forest Canal and forms a large part of the All Saints Conservation Area. The grounds of All Saints Primary School border agricultural fields which are heavily screened by trees and hedgerows which are common boundary treatments.

The lower valley accessed via the Goyt Valley Way or Lakes Road is heavily forested in a mixed broadleaf species, where the River Goyt is very present. The valley provides seclusion and relief from the urban environment west of the valley and an important green infrastructure corridor. Green Space between Arkwright Road, Old Know Road and Strines Road is similar in character to Hawk Green. It is open and exposed, consisting mostly of grassland with mature trees to its periphery, and of particular note are a line of mature horse chestnut trees along Arkwright Road. The park also contains an informal football pitch. The park slopes west to east and offers panoramic views towards surrounding hills. A sandstone wall bounds the southern edge of the park, which screen much of the heavy traffic along Strines Road.



Green Space between Arkwright Road, Old Know Road and Strines Road

5.2.8 Views

The contrast between the enclosed settlement and open space gives rise to a variety of views. Particularly distinctive views arise from glimpses of the surrounding countryside from Church Lane and Ridge Road, the steep slopes which enclose the lower valleys around the River Goyt and channelled views along the Peak Forest Canal.

All Saints Church is one of the principal landmarks within Marple and the view of the church from Church Lane is one of the most important views within the character area. Scenic views onto numbers 5 and 7 Lime Kiln Lane

from Lockside and other historical buildings along the canal provide a point of reference for the historical development along the canal.

Views north from Station road along the Peak Forest Canal provide views of the large ponds along the canal along with the neighbouring mature beech woodland are distinctly picturesque and a landmark along the canals route. Along Goyt Way the path bridges over the railway line and slopes adjacent to the railway viaduct. The route offers channelled views along the railway tracks and view down to the River Goyt and Woodland.

There are open, panoramic views east over the Goyt Valley towards Mellor and the high tops of Ludworth Moor and from the Green along Arkwright Road at the junction with Strines Road. There are also views at points along Church Lane and Ridge Road, particularly when channelled between residential buildings on Peakdale Road and Ridge Avenue.



View East from Ridge Road over the Goyt Valley

5.2.9 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the architectural heritage of the area, the canal and attractive landscape setting.

- A large number of historic buildings, dated to the late 19th and early 20th centuries, are well preserved in the area.
- The Peak Forest Canal Conservation Area is well preserved, and its rural setting has been respected by modern development.
- Historic houses in the south of the area are largely one-off designs, and lend diversity to the built environment of the area.
- Set back from the road, with large, well-vegetated front gardens and mature trees, which make an important contribution to the verdant character of the area.
- The historic approach into the core of Marple over Brabyn's Brow is well preserved, and the influence and visual dominance of the railway and the Peak Forest Canal upon the character and appearance of the area is important.
- The suburban character of the south of the area, which emerged during the mid- to late 19th century, has been conserved by modern development.

- Modern development along Strines Road in close proximity to the canal is low density, well screened ribbon development. This has largely preserved the character of views into the wider landscape from The Ridge and from the All Saints Conservation Area.
- The River Goyt and the forested lower valley provide attractive routes into the countryside for pedestrians via the Goyt Way, which traverses the area.
- All Saints Church is an important landmark in the area and provides a civic centre within the south of Marple.
- Fine views out from Church Lane and Ridge Road over the surrounding countryside are an important element of the character of the Conservation Area.
- Strong sense of unity resulting from use of a limited palette of natural building materials.
- Agricultural land and hamlets such as the Ridge, which contribute to the sense of elements of Marple having a rural Character.

5.2.10 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to wayfinding and connectivity to the green open space.

- The Grade II listed hearse house at the Church of All Saints is in a poor state of repair and in deteriorating condition (pictured).
- Some modern development has employed cul-de-sacs, which restrict permeability.
- Busy roads, including Station Road and Strines Road, form lines of severance for pedestrians crossing to continue along the canal or use the Goyt Way.
- The connections between the green adjacent to Oldknow Road and Memorial Park and the Canal is poor.
- Brickbridge Road, which is part of the Goyt Way, provides a poor gateway to the Peak Forest Canal and the lower valley, with the lane is dominated by parked vehicles.



Hearse house, in the right of the image, is in a poor state of repair

5.2.11 Sensitivity to change

There are also some elements which are particularly sensitive to change.

- Due to the open grain of development spaces between buildings are susceptible to infill development.
- Loss or alteration to buildings in large plots can lead to the intensification of plot use, altering the character of the area.
- Green boundary treatments, trees and vegetation in front gardens, which positively contribute to the character and appearance of the area, are susceptible to loss.
- Open land to the south of the All Saints Conservation Area, and within the setting of the Conservation Area, is susceptible to development pressure due to its proximity to the urban boundary of Marple.
- Due to the desirability of waterside plots, land both in and adjacent to the Peak Forest Canal Conservation Area is susceptible to development pressure.
- Change of use, alterations or extensions to properties of historical merit which is not in keeping with the character of the area, particularly within the All Saints Conservation Area.

5.3 LCA 03: South Marple and Hawk Green

5.3.1 Key characteristics

The key characteristics of South Marple and Hawk Green are as follows:

- Sub-urban in character with a medium grain settlement pattern;
- Mixture of land-use results in a varied townscape;
- Front gardens are typical along residential streets and create a somewhat verdant character;
- The Macclesfield Canal is a prominent feature;
- Number of historic landmarks within the area, such as the Goyt Mill;
- No clear street hierarchy;
- Variety in boundary treatments; and
- A greater variety of building styles and materials used which creates a textured townscape.



View East along Hawk Green Road towards Ridge Road

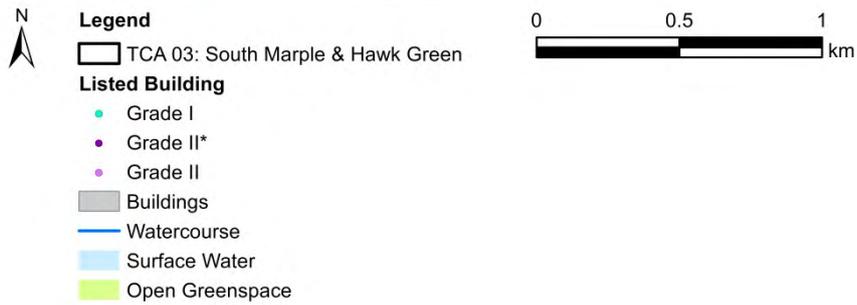
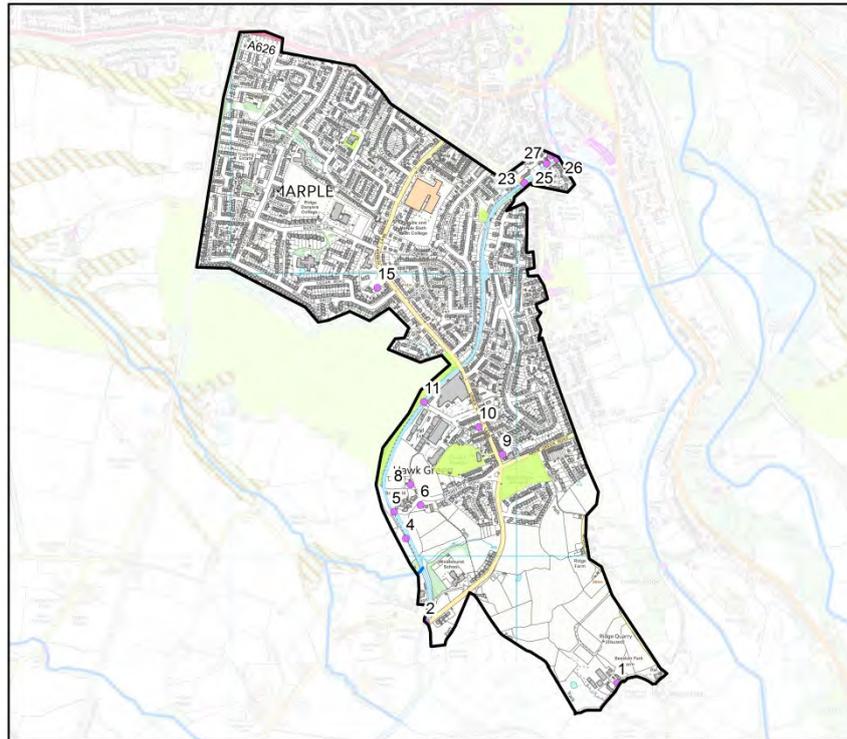


Figure 8 LCA 03: South Marple and Hawk Green

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Natural Factors

5.3.2 Topography and hydrology

There are significant changes in topography from the east, along Ridge Road and Church Lane to west to Upper Hibbert Lane and Windlehurst Road. From here the land gently slopes towards the Macclesfield Canal through the agricultural fields along Barnsfold Road.

The Macclesfield Canal is the only visible hydrological feature within the area.



The Macclesfield Canal from tow-path near Church Lane

Cultural and Social Factors

5.3.3 Movement and connectivity

The primary route through the area is Hibbert Lane and Upper Hibbert Lane, which connects Marple via Church Lane in the north to Windlehurst and High Lane to the south of the area. It is a busy road with many connections to secondary and local residential roads in the south of the area. Hibbert Lane dissects the character area from north to south.

Some northern parts of the character area are less well connected to the countryside, particularly along Hibbert Lane, where the character is suburban, and not reflective of Marple's wider character. Links and connections to the surrounding countryside via the Macclesfield Canal and the Middlewood Way are poorly defined.

Secondary roads through the area include Waterside, Cross Lane, Mount Drive and Ecclesbridge Road, all of which are residential in character. Many of the residential streets are cul-de-sacs, this affects the permeability of the area.

There are few routes from east to west through the character area. Hawk Green Road and Buxton Lane are the exceptions. Hawk Green Road connects Upper Hibbert Lane with Ridge Road along a narrow steep road lined by terraced houses. Buxton Lane connects Upper Hibbert Lane with Cross Lane in the North of the character area. It Marple Sixth Form College and Marple Rugby Grounds are accessed via Buxton Lane.

5.3.4 In Land use

The area is primarily residential. Industrial and commercial land is located adjacent to the Macclesfield Canal near Upper Hibbert Lane, where it has historically been located. Agricultural land is located within the south of the character area, along Barnsfold Road and in-between Windlehurst Road and The Ridge Road.

The area also contains a number of educational facilities, including Marple Sixth Form College on Buxton Lane and Windlehurst School on Windlehurst Road I. There are a few public houses within the area. The Marple Tavern is located on Cross Lane near the Marple Rugby Union grounds, and The Crown Hawk Green on Hawk Green Road is located near the Hawk Green Cricket ground.



The Crown Pub along Hawk Green Road

5.3.5 Urban structure and built form

The LCA is heavily influenced by the Macclesfield Canal. Its eastern boundary is formed by the ridge Along Church Lane and its western boundary by the peripheral landscape, which encloses the Character Area. The settlement pattern is of a medium grain, coarser than development within LCA 04. The area has a strong sub-urban character.

Hawk Green is the largest historical settlement within the character area. This is evidenced by a variety of built heritage within Hawk Green. Terraces face on to Hawk Green, along its northern boundary, simple sandstone two storey terraces with small porches face onto the green. East of the green, redbrick two storey terraces face onto the park. Further along Hawk Green Road redbrick terraces step up the steep hill towards ridge road on its southern side. A number of the terraces are on a much higher grade than the road, and a natural stone retaining wall highlights this level change. Opposite these terraces along Hawk Green Roads northern edge, building stock is typical of 70's development. The front façades are composed of brick, natural stone and timber weatherboarding cladding painted in a variety of colours. Building gables are of brown brick. Some of the properties have parking garages which are typical of this era.



Red brick terraces along Hawk Green Road

West of the Macclesfield Canal, the area has an irregular street pattern, developed on a looped street layout, with a number of cul-de-sacs incorporated, the area has good permeability. Streets are lined with predominantly two storey semi-detached houses and bungalows. A great deal of variation in style is apparent across the area; this results in a textured townscape than other areas in Marple. Trees and hedgerows within front and back gardens contribute to the verdant character of the area.

Wood Lane building stock is typical of 70's development. The ground floors and gables of these buildings are typically red brick, whilst the upper storeys are clad in timber weatherboarding painted white. Bryddges Road is an interesting street, stock is typical of 70's development, however east of the street, red brick bungalows line the street, and west of the street properties are two storey red brick properties, typical of the era. Topography falls east to west, this results in the buildings creating a consistent enclosure along the street. Boundary treatments vary street by street throughout the area, typically low stone walls, or no boundaries at all, some with palisade fencing. A few streets use hedgerows such as carver road and Brindley Avenue. Surfacing to driveways is also inconsistent, with a variety of surfacing.



Bryddges Road

East of the canal, development is generally of older building stock, and is more consistent in design and result in a more unified townscape. Greenbank crescent is typical of development east of the canal. Semi-detached two-storey dark red and brown brick buildings, with concrete roof tiles of similar tones to the brick work. Buildings are understated in decoration and expression, and boundaries are predominantly clipped privet hedgerows. The result is an ordered and consistent townscape.

Goyt Mill is the largest building and the primary landmark in the area. Positioned west of Upper Hibbert Lane, it has a large impact on the character of the area. Along with the neighbouring industrial estate it establishes a industrial character in the south of the character area.

This area also contains two small settlements. The first along Barnsfold Road comprises a cluster of stone agricultural cottages with dry stone wall boundaries and small front gardens. The second Ridge End is located in the south of the character area, and comprises a row of small cottages and a Church along Ridge Road. Both settlements create a link to the historical development of the area and enhance its rural character.



Properties along Woodville Drive,



Properties with pebble dash exterior along Upper Hibbert Lane

5.3.6 Heritage assets

LCA 03 includes inter-war and post-war suburbs south-east of the town and the former village of Hawk Green in the south. The historic core of Hawk Green, although now a suburb of Marple, retains the character of a smaller settlement and is divided from Marple's 20th century suburbs by the Macclesfield Canal. The village's character has been largely defined by the role of the cotton manufacturing industry, and the area is still home to Marple's only surviving mill: Goyt Mill. Travelling into the area on Upper Hibbert Lane, the industrial influence on the area is readily legible, first passing over Bridge No. 3 on the Macclesfield Canal, flanked by Goyt Mill and terraced housing. The historic character prevails along Upper Hibbert Lane and onto Windlehurst Road, The Green, Barnfold Road and Hawk Green Road.



Residential properties within Hawk Green

A total of 21 heritage assets are located in the LCA, comprising 11 listed buildings, a Conservation Area, and nine locally listed buildings.

Listed Buildings

All of the listed buildings in the area are considered of special interest and are Grade II listed. Six listed buildings are associated with the Macclesfield Canal and have been discussed below in the Macclesfield Canal Conservation Areas section of this report. The remaining five listed buildings largely reflect the rural character of the area prior to industrialisation which prevails south of Hawk Green and west of the Macclesfield Canal. All date from before the mid- 19th century, with a few notable examples dated to the 17th century, including a house at No. 2 St Martin's Road (NHLE 1242466) , a semi-detached pair of houses at No. 81 and 83 Upper Hibbert lane (NHLE 1242493) and Barnfold Manor Farm (NHLE 1241820).

The Macclesfield Canal Conservation Area

The Macclesfield Canal Conservation Area covers the full length of the canal (26.1 miles), between the Peak Forest Canal and the Trent and Mersey Canal. The canal was constructed from 1826 to 1831 by the notable Georgian engineer Thomas Telford.

The canal spans the width of the LCA, from the south-west to the north-east corner at its terminus at Marple Junction. No locks are located within the neighbourhood plan area; however bridges 1 to 5 of the canal are located inside LCA 03 and Nos. 1, 2, 4 and 5 are Grade II listed.

The terminus of the canal at Marple Junction is defined by early 19th century canal infrastructure; including the Grade II listed rover's bridges of No.1 (NHLE 1260190) and No. 2 (NHLE 1242140) bridges, a toll house (NHLE

1242090) and a canal warehouse (NHLE 1242093). A walled embankment to the south, and boat yards to the north, contributes to what is a picturesque historic landscape.

South of Bridge No.2, the canal's setting is suburban in character, and the Conservation Area also includes a number of high quality Victorian villas at Waterside.

South of Bridge No. 3 the Conservation Area takes on a more industrial character, and includes the locally listed six storey Goyt Mill of 1905 within its boundaries. South of Hawk Green the canal's setting is rural.

Locally Listed Buildings

A total of nine locally listed buildings are located in the LCA, these largely comprise notable high quality houses dated to the 19th and early 20th century, local amenities such as the Hawk Green Reading Rooms and the former Co-operative, Goyt Mill (discussed above within the Macclesfield Canal Conservation Area) as well as an 18th century farmhouse.

A further two buildings have been identified by this study which contribute positively to the character and appearance of the area and most importantly reflect the historic development of the area, illustrating what has made the area distinctive.



Residential development alongside the Macclesfield Canal

- The Crown is a mid-19th century public house, double pile with an 'M'shape roof. The building is constructed of coursed and dressed stone, rendered at street facing elevations and a later unsympathetic mock timber framing added to the southern façade.
- Rhode Houses comprise a terraced row of houses built 1855 for the workers of Rhode's Mill in Hawk Green, south of Hawk Green Cricket Ground.



Hawk Green public house along Hawk Green Road

5.3.7 Green space and public realm

Macclesfield Canal is the most prominent piece of public realm within the character area. The character of the canal changes from urban to sub-urban to rural in character. Beginning at the junction with the Peak Forest Canal, the Macclesfield Canal is heavily overlooked and enclosed by neighbouring properties and sandstone retaining walls. As it meanders south the character changes to a sub-urban character as it passes houses which back on to the canal, many with hedgerow boundaries and some with gated access to the canal. A few gardens on the opposite side of the towpath open onto the canal, which breaks the sense of enclosure along some parts of the canal. The canal acts as an important green infrastructure corridor within the np area.

Marple Golf course is located to the west of the canal, and mature hedgerows and trees create a strong boundary to the canal. Occasional gaps in the hedgerow allow for views into the golf course. Once passed Goyt Mill and the industrial units the character of the canal turns rural and canal becomes open in character, where views open onto agricultural land.

Hawk Green, which is located to the south to the majority of development, is the primary open space in the character area. Properties front onto the space on its northern and eastern boundaries and the rear gardens of properties within the Ridge Cress estate form the southern boundary. Many of these properties have low hedgerows and private access gates onto the green, which ensures natural surveillance along the whole periphery of the park. The park is open in character, as it is mostly comprised of open grassland marked with sports pitches and mature trees limited to the periphery. There is a children's playground in the south eastern corner of the park, and a bus stop adjacent to Windlehurst Road on its western edge. The noise of vehicles on Windlehurst Road has a negative effect on the park, and the green can feel a somewhat exposed. The area also contains Hawk Green Cricket Grounds and Club, which makes a valuable contribution to the recreational and open character of the area. The public realm into the industrial estate is very poor and detracts from Goyt Mill and the wider area.



View west across Hawk Green with Rhode House workers housing with adjacent cricket ground and the Cheshire Plains in the distance

5.3.8 Views

Goyt Mill is the primary landmark within the area, and is dominant in views from the Macclesfield Canal and the bridge along Upper Hibbert Lane, and longer distance views, particularly from Marple golf course.

Along Barnsfold Road views of historic stone farm cottages adjacent to the Macclesfield Canal offer picturesque views over a historical agricultural landscape. Panoramic vistas east and south over the Goyt Valley towards Mellor are of particular note. They take in the high tops of Ludworth Moor and Cobden Edge. Views east and south of the Peak District and the Peak Forest Canal can be seen along the Ridge Road particularly as the road exits the urban areas. Views to the west provide glimpses over the broad expanse of the Cheshire Plain.



Goyt Mill along Macclesfield Canal is the main landmark in the character area

5.3.9 Positive aspects of character

- A large number of historic buildings, and features within the area including Goyt Mill, agricultural cottages along Barnsfold Road and buildings along Hawk Green Road. These greatly contribute to the character of the area.
- Hawk Green has maintained its historic village centre, despite becoming a suburb of Marple, with amenities such as the Hawk Green Reading Room and Social Club, cricket club, and public house focused near the Green.
- The entrances into Hawk Green, from the north over the Macclesfield Canal and south through the Green maintain a clear boundary between it and surrounding areas reinforcing a sense of place.
- Modern development in Hawk Green is well screened from the historic core of the village, and has preserved its integrity.
- Development is typically two storeys in height, and domestic in scale, enhancing the landmark qualities of Goyt Mill;

- Cul-de-sacs have largely been avoided by suburban development across the LCA, instead employing loop layouts, maintaining permeability through the area.
- 20th century suburban development is low density and mature trees are a key element of the designed streetscape, contributing positively to the character and appearance of the area.

5.3.10 Issues to be addressed

- Unsympathetic extensions, domestic porches to former agricultural buildings, the insertion or alteration of openings and the use of non-traditional materials in historic buildings are all small cumulative changes that undermine the historic character and appearance of the area.
- Some 21st century residential estates have adopted cul-de-sac layouts, unresponsive to the existing character of the area and reducing permeability. These estates are also higher density and lacking in planting, two key positive characteristics of more common 20th century suburban development in the area.
- Signage and advertising that are incongruous with historic character detract from the Goyt Mill;
- Noise and dominance of traffic along Windlehurst Lane has a negative impact on Hawk Green;
- Many front gardens have been paved over to accommodate off-street parking which reduce the verdant character of the streets.

5.3.11 Sensitivity to change

- Due to the desirability of waterside plots, land both in and adjacent to the Macclesfield Canal Conservation Area is susceptible to development pressure.
- Despite the diversity of house styles in the area, relative conformity in scale and mass in the area leaves them vulnerable to changes in scale in new development and alterations, such as roof extensions.

5.4 LCA 04: North Marple

5.4.1 Key characteristics

The key characteristics of North Marple are as follows:

- Residential in character with a medium grain settlement pattern;
- Front gardens with hedgerows and trees are typical along residential streets and create a verdant character;
- Low stone and brick walls with hedgerows to boundaries;
- Relatively flat landscape, with some panoramic views of the surrounding countryside;
- Low level railway line, with dense vegetation along its embankments creates a green corridor through the middle of the area;
- Two large allotments contribute to the sense of community within the suburban character of the area;
- Areas tend to have consistent architectural styles from different development periods, particular noticeable is the 1970's estates; and
- Prevalence of red brick as a building material creates a unified and consistent townscape.



Rose Hill Primary School is located in the middle of the character area

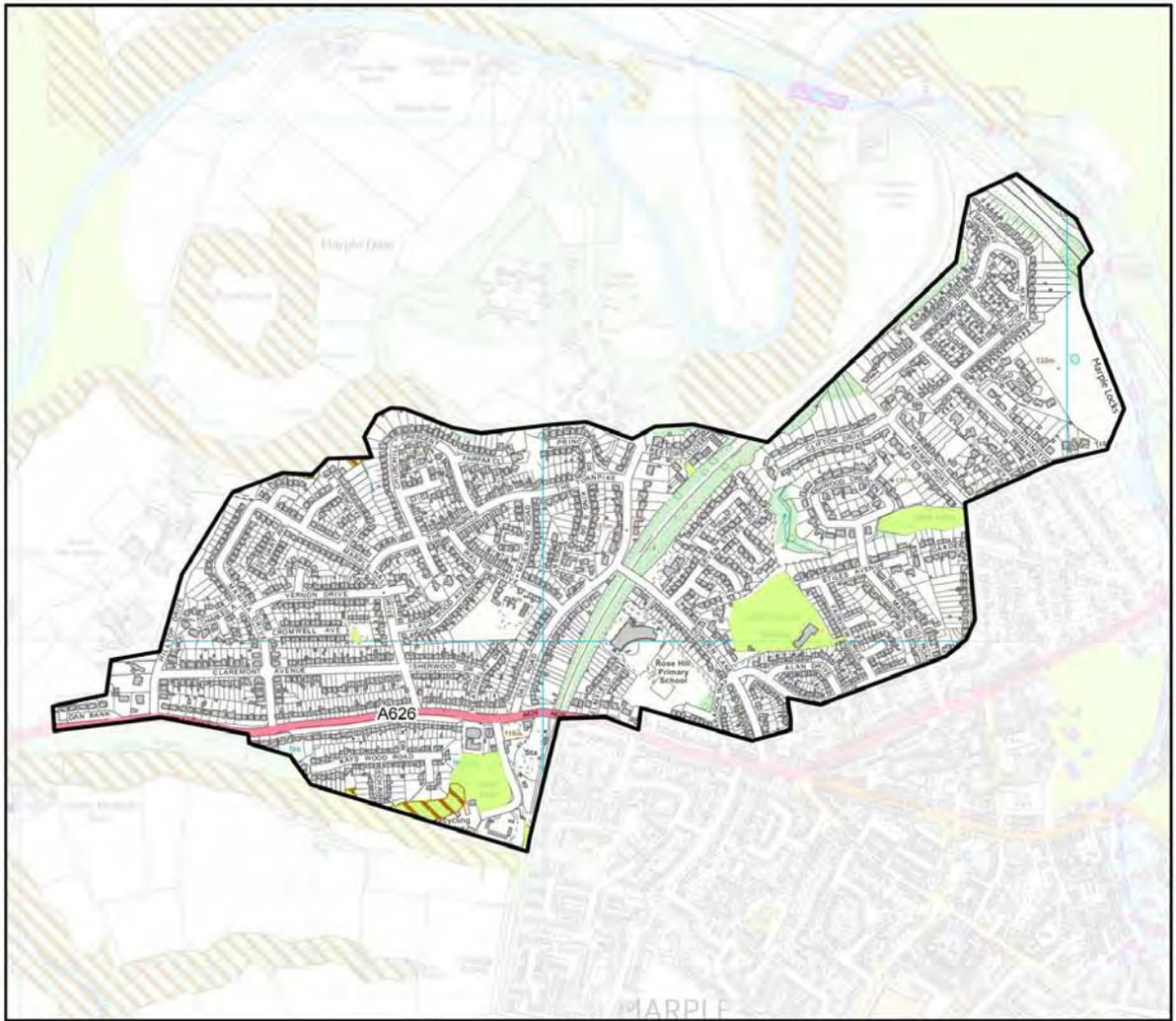


Figure 9 LCA 04: North Marple

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Natural Factors

5.4.2 Topography and hydrology

The land within the area gently undulates. The most significant change occurs along the railway line, where there are steep embankments to adjacent residential areas. In the north of the character area, along Dale Road, the topography begins to change as it joins the rural landscapes of LCA 05 and the main areas of ancient woodland. Also north of Stiles Avenue, there is woodland and the allotments which both visibly slope between adjacent developments. This woodland contains a brook which is the only visible hydrological feature within the area.



View from Bowden Lane of the Rose Hill branch line

Cultural and Social Factors

5.4.3 Movement and connectivity

Stockport Road is the primary road in the south of the character area. It is a very busy road with mature trees within verges, separating traffic from pedestrians. It connects Marple to Stockport. Secondary routes through the area are residential in character, generally quiet with the front gardens of properties fronting on to them. These streets connect residential streets within the character area.



View West along Stockport Road near Marina Drive

The residential areas are permeable for pedestrians and cyclists. Traffic speeds are relatively slow within the residential areas, and therefore cyclists share the road safely, Stockport road has no cycle infrastructure and cyclists are vulnerable to heavy traffic travelling along this road.

There are some pedestrian lanes within the area, one of which connects Oakdene Road to Ashwood Crescent north of the local allotments, and there is access to the countryside north of the character area via a footbridge off Winnington Road. Dale Road becomes a shared pedestrian and vehicular track in the north of the character area, and passes through woodland and countryside. Rose Hill Marple Station is located within the area and includes a large car park.

5.4.4 Land use

The area is primarily residential. Industrial, commercial and are located along Railway Road, including the Rosehill Recycling Centre. A large area of allotments is also located here. Rose Hill Primary School is located east of the railway line on Bowden Lane. Adjacent to the school is the Marple Cricket and Squash Club, which is also located on Bowden Lane and a community playground is located at the terminus of Cromwell Avenue.



5.4.5 Urban structure and built form

View from Bowden Lane of the Rose Hill railway line

The LCA is heavily influenced by the Rose Hill Marple railway line, which divides the LCA into two parts, and Stockport Road which is in the south of the area. The area has a medium to fine grain settlement pattern.

LCA 04 represents inter-war and post-war suburban housing, located north of Marple's historic core and dated largely to before 1970. A number of typologies of suburban development are located in the area; these include both large suburban estates completed by a single developer and plot land development, where streets are laid out and individual plots are developed by the homeowner or speculative developer. While these are typically developed on a looped street layout, a number of small cul-de-sacs are incorporated. A great deal of variation in style is apparent across the area; although earlier plot land development, such as that on Manor Hill Road, has a strong arts and crafts influence in keeping with suburban development in the north of LCA 01. Some large extensions to properties have been added to existing properties.

The majority of the LCA is occupied by two storey detached houses. Linear streets and cul-de-sacs are lined with two storey houses. Such houses typically include small front gardens that front onto quiet residential streets. Built in red brick with pitched roofs, streets are typically representative of the decade of their construction.

Claremont Avenue and the area to the south contain the older building stock of the LCA. Buildings here are typically two storey, constructed in red brick with red tile pitched roofs. Boundaries are generally low stone or brick walls or neat clipped hedgerows.

North of Claremont Avenue, building stock is typical of 70's development. The ground floors and gables of these buildings are typically red brick, whilst the upper storeys are clad in timber weatherboarding painted white. Marple Hall Drive west of the railway line and Jessop Drive and Beacon View in the north-east of the LCA are typical examples of this type of development. These developments generally do not have any boundary treatments with open lawns as front gardens and result in a more open character,

Manor Road and Ashwood Crescent are planned housing estates of the 1970's. Buildings include a range of decorative architectural features, such as stone facades and chimney stacks and timber panelling. These developments typically have slightly larger plots and gardens with mature trees and hedgerows resulting in a textured townscape.

Some properties within the character area have paved over front garden, in some instances in black asphalt, which has reduced the texture and verdant character of some streets.



View North along Marple Hall Drive

5.4.6 Heritage assets

A single heritage asset is located in the LCA, comprising a locally listed building.

Buildings of Local Interest

Bowden House is the LCA's only locally listed building. It is an early 19th century house of stone construction in a polite style.

A further two buildings have been identified which contribute positively to the character and appearance of the area and reflect its historic development and distinctiveness:

- The Railway Public House is dated to the late 19th century, of red brick with yellow brick and ashlar dressings in a polite style; and
- The Winnington Road viaduct is contemporary with the construction of the Manchester, Sheffield and Lincolnshire Railway's Hyde Branch of 1865, over which the bridge passes. The viaduct is has three semi-circular arched spans, in an identical style to the larger Grade II listed Marple Railway Viaduct outside the boundary of the neighbourhood plan area.



The Railway Public House Stockport Road

5.4.7 Green space and public realm

A well-used community park, which is located at the terminus of Cromwell Avenue and enclosed by houses, consists of a large open lawn, a small playground and a few mature trees. A small lane connects the park to Marple Hall Drive.

Marple Cricket and Squash Club create a large open green within the middle of the character area. While it mostly borders the backs of residential properties, it contributes to the open character. A large area of dense woodland connects the north eastern edge of the cricket fields to the railway embankments of the Rose Hill railway line. Rose Hill Primary School is adjacent to the cricket field and has large open grounds which also contribute to the sense of openness within the character area.

Community allotments are located at the junction of Oakdene Road and Manor Road, enclosed by the backs of neighbouring properties. The allotments can be accessed via Oakdene Road or via a lane which runs the length of its northern boundary which connects into Ashwood Crescent. The allotments are well maintained and the variety of plots create texture and seasonal interest.

The railway line from Rose Hill Marple Railway Station is within a deep cutting within the LCA. The wide, steep banks are well-vegetated, comprising mature and semi mature deciduous woodland. While the banks are inaccessible they provide an important contribution to the green infrastructure and biodiversity of the character area.



View through Pocket Park along Cromwell Avenue



Pedestrian lane from Manor Road and runs along the North of the Marple Cricket and Squash Club

5.4.8 Views

Suburban residential development creates a strong edge in views from open countryside to the west. Views towards these areas of distant countryside from Winnington Road and Stockport Road are channelled between buildings along Marple Hall Drive or Marina Drive.

Views from Bowden Lane along the well-vegetated Rose Hill railway line are distinctive and provide relief from the surrounding urban environment.



Views channelled between buildings of the surrounding countryside

5.4.9 Positive aspects of character

- Very few cul-de-sacs allowing good pedestrian permeability.
- Buildings are typically two storeys in height, and preserve a human scale and sense of domesticity across the area.
- Generous plots and breaks in building frontages created by semi-detached houses, allow views between buildings into well-vegetated gardens, which contribute to the verdant character of the area, despite the low provision of public green space.
- A large number of post-war concrete and steel lamp post survive in the area, enhancing the legibility of the areas historic development and reinforcing a sense of place.
- Boundaries of low stone walls and hedgerows create attractive and clearly defined boundaries to plots.
- Views out towards the rural landscape, particularly to the west, from some of residential.
- Small but well-used green space such as the pocket park along Cromwell Avenue, cricket pitch and allotments.
- Pedestrian tracks through the area provide permeability and tranquil routes through the area.

5.4.10 Issues to be addressed

- Large driveways, in particular those constructed of black asphalt, are a conspicuous addition to a property and have eroded the verdant character of some areas of the LCA.
- Large extensions to properties are unsympathetic to the scale and massing of the existing built environment.
- Boundary treatments which are not in keeping with the traditional vernacular of the area.
- Poor connectivity between some residential areas.

5.4.11 Sensitivity to change

- Distinct edge between urban settlement and open landscape, development pressure could reduce this;
- Views between buildings of well-vegetated back gardens, which contribute to the verdant character of the area;
- Well-vegetated front gardens are key contributors to the character of the streetscape and are therefore sensitive to change or loss, through provision of off-street parking for example;
- The common scale of existing development is sensitive to the introduction of taller buildings; and
- Properties within large plots are susceptible to additional development.

5.5 LCA 05: Marple Green Belt

5.5.1 Key characteristics

The key characteristics of Marple Green Belt are as follows:

- Rural character with a mixture of agricultural and recreational land use;
- Large number of hydrological features, such as the River Goyt and Torkington Brook along with other water bodies which form the edge of the neighbourhood area;
- Settlement is limited to occasional farmhouses and outbuildings;
- Field boundaries comprised of hedgerows, trees and woodland are typical;
- Mature trees and woodland (including ancient woodland) contribute to a sense of a mature agrarian landscape; and
- Settlement is limited to occasional farmhouses and outbuildings.



View North along Marple Hall Drive

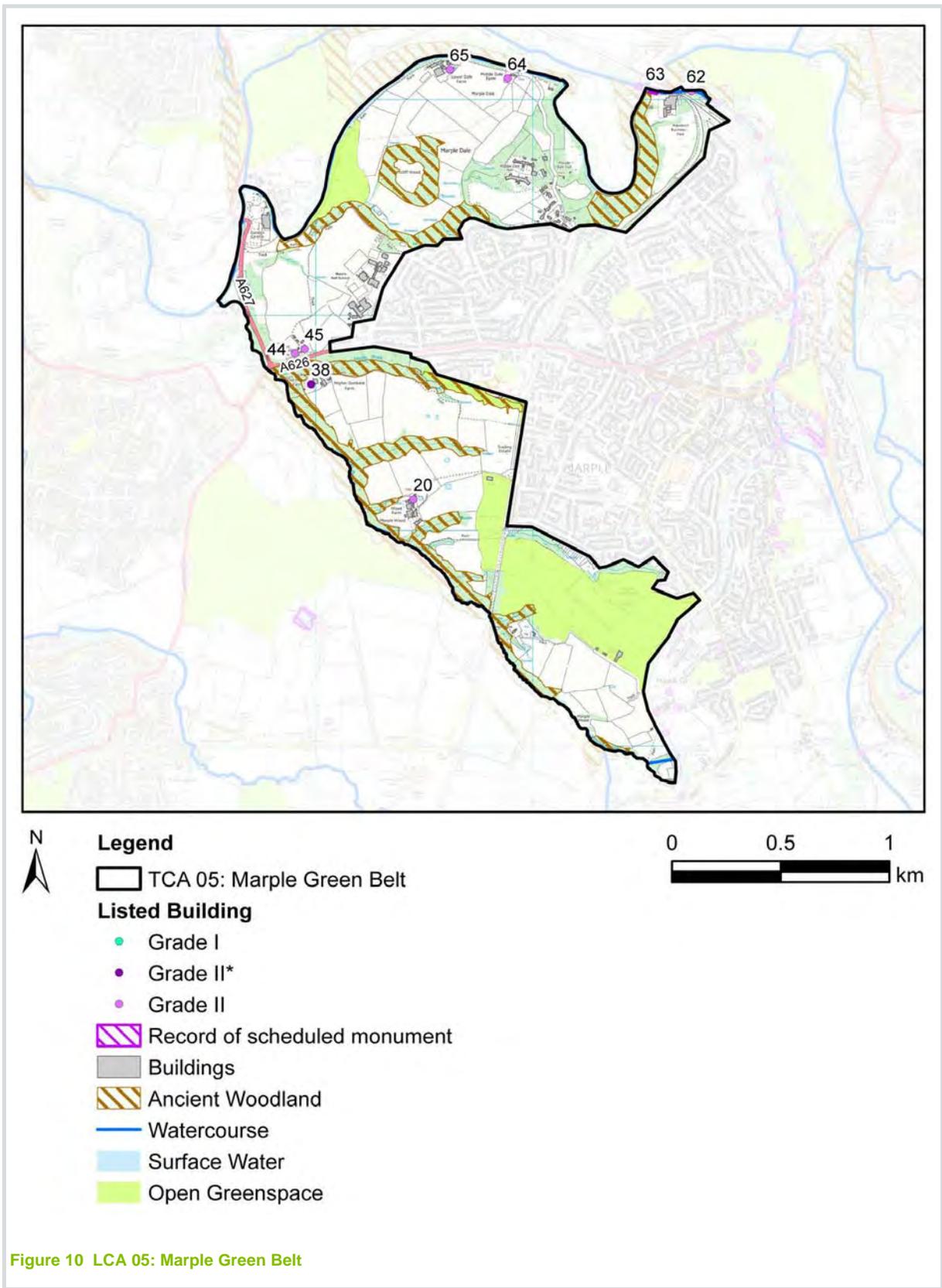


Figure 10 LCA 05: Marple Green Belt

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Natural Factors

5.5.2 Topography and hydrology

The topographical changes within the area are noticeable because much of the land is open. There are some steep slopes adjacent to Torkington Brook and other smaller brooks in the area, particularly between the golf course and the residential areas to the north. North of Stockport Road, recreational grounds and agricultural fields slope gently west. In contrast, the valley sides of the River Goyt are steep, particularly in the north east, along Dale Road.

The River Goyt and Torkington Brook are the primary hydrological features within the area. The River Goyt forms a northern boundary and Torkington Brook a west and southern boundary to the character area. These watercourses are generally significantly lower than the surrounding landscape. There are many smaller streams and ditches which connect into both the River Goyt and Torkington Brook; these are mostly along field boundaries and are surrounded by woodland or hedgerows.

Cultural and Social Factors

5.5.3 Movement and connectivity

Stockport Road is the primary route which runs east to west through the middle of the character area. Roads are otherwise scarce. Barnsfold Road, which connects to Marple Golf Club, is the only other road of note. Narrow and rural in character, it is lined with stone walls with no pavements. Pedestrian and cycling routes through the area, such as Middlewood Way and Cown Way, are important connections to the wider landscape, and an attraction for visitors to the area.



Entrance to Middlewood Way via Wood Lane

Middlewood Way Begins at Rose Hill Marple Railway station and runs along the old train route from Marple to Macclesfield, It is a well-used path by pedestrians and cyclists. The route is heavily enclosed by hedgerows and mature trees along it routes. Cown Edge Way is a public footpath which crosses the golf course connecting to the Macclesfield Canal.

5.5.4 Land use

Green belt makes up the entirety of the character area. It surrounds the urban areas of Marple, preventing urban sprawl by maintaining land permanently open. Marples green belt is predominantly agricultural land and woodland adjacent to Torkington Brook and the River Goyt. It includes a range of landscape types including sports fields, golf courses, agricultural land woodland, recreational grounds and designated wetlands. Other uses, which are disbursed throughout the area, comprise a mixture of schools, farmhouses and barns, and a care home, their character is very much defined by their surrounding landscapes of valleys, golf courses, sports fields, agrarian landscape and woodland.



Agrarian Landscape of Wood Farm accessed via Wood Lane

Other land is used for recreation, such as Marple Golf Course in the south and Marple RUFC rugby grounds on Wood Lane. The only other recreational open space north of Stockport Road is the grounds within Marple Hall School.

North of Stockport Road the land is primarily agricultural. Marple Hall School is located along Hilltop Drive and Dale Care Home is located on Dale Road and further north the Lower Dale Farm Equestrian Centre. Aqueduct Business Park is located adjacent to Marple Aqueduct in the north of the character area.

5.5.5 Landscape Structure and built form

LCA 05 represents the rural fringes outside Marple's urban area. The landscape structure of this area is heavily influenced by natural factors such as the River Goyt, Torkington Brook, smaller brooks, woodlands and field boundaries of trees and hedgerows, and man-made interventions of farming and sports recreation fields and courses. 3 Storey brick buildings from the 70's

Aqueduct Business Park contains a couple of large industrial units, one composed of red brick two storey high. The other is sheet clad. The units are heavily screened by woodland, but open and visible to people travelling on by train or along the Peak Forest Canal.

Marple Hall School has a series of buildings along Hilltop Drive, buildings are not of a consistent design, having developed over a number of years. The buildings are predominantly composed of brick and one storey in height. There is one larger building on the campus. Three storeys high composed of brick, typical of municipal designed schools of the 70's.

Traditional farmhouses and associated buildings are the other predominant buildings within the character area, They are dispersed throughout the character area and contribute to the rural agrarian character of the landscape.

5.5.6 Heritage assets

While large areas have been developed to form Marple's post-war suburbs, historic agricultural land and woods in LCA 05 have changed little since the first edition Ordnance Survey mapping of the late 19th century and probably originated in the medieval period or earlier. Dispersed historic farmsteads characterise development in the area, and are well represented by statutory designations.

A total of seven heritage assets are located in the LCA, all of which are listed buildings.

Listed Buildings

Of the seven listed buildings in the LCA, a single example is considered of more than special interest and designated at Grade II*. Old Manor Farm (NHLE 1242469) is a multi-phase manorial farmhouse with a 15th

century cruck framed open hall, 16th century solar wing, 17th century crosswing, and a 20th century brick wing to the rear.

The remaining six assets are considered to be of special interest and are Grade II listed. Five of these buildings comprise farmhouses and their associated buildings constructed during the Great Rebuilding of the 17th to 18th century.

The remaining asset is the early 19th century Otterspool Bridge (NHLE 1242010) on the River Goyt, constructed of ashlar red sandstone with three segmented arch spans.

5.5.7 Green space and public realm

Mature woodlands have established along the embankments of river which further emphasises the courses of the watercourses.

Marple Golf Club makes up a large part of the southern section of the LCA. Middlewood Way forms a boundary to the west and Macclesfield Canal its eastern boundary. The golf course is mostly open in character with dense woodland on its northern boundary, screening the adjacent residential areas. Groups of trees demarcate fairways within the golf course. Agricultural fields lay to the south of the golf course.

North of Stockport Road are the sports fields of Marple Hall School. Agricultural land is the primary land use throughout the rest of the character area. This land is open except for woodland along the embankments of the River Goyt and surrounding the ground of Barchester Marple Dale Care Home.



View of Agrarian Landscape taken along the Cown Way West of Marple Golf Club

5.5.8 Views

Within the agricultural fields and the golf course south of Stockport Road, the land gently rolls and falls creating picturesque vistas across the open landscape.

There are open views within the recreational grounds of Marple RUFC from Wood Lane of the surrounding countryside. Within the setting of the surrounding agricultural landscape, the recreational grounds provide relief from the urban environment east of Middlewood Way.

Views of the bridge at the end of Throstle Grove at the Start of the Middlewood Way are important. The bridge frames the route into the distance and is a landmark for walkers and cyclists beginning their route.

Views from Marple Golf Course provide the best view of Goyt Mill within the neighbourhood plan area. And while the golf course is private land, Cown Edge Way provides a route through the Golf Course to provide views of the Mill.



Bridge at Throstle Grove at the beginning of Middlewood Way

5.5.9 Positive Aspects of Character

- The primary land use has remained agricultural, preserving the historic setting of the designated assets located in the area and preventing sprawl from Marple to the east.
- A number of historic buildings survive in the LCA, largely representing the rural domestic and agricultural development of the area from the post-medieval to the modern period.

5.5.10 Sensitivity to Change

- Historic farms are susceptible to incremental change through continuing use, and from unsympathetic alteration and division into multiple units to accommodate residential conversions.
- The open character of the landscape is susceptible to change due to development pressure; and
- The setting of vernacular buildings within the landscape.

6. Managing Change

The character of Marple described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area have changed over time. Together this provides a baseline against which change can be monitored and managed.

The evolution of the area will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. Development pressure in the area is high. Such development has the potential to enhance the quality and character of the area if planned and designed sensitively to respond to and enhance the local distinctiveness and identity of Marple.

6.1 Character management principles

In order to address the issues highlighted above, principles for managing change in this area should focus on sustaining, reinforcing or enhancing those aspects which maintain and enhance the townscape of Marple within its unique landscape setting. The following principles should be considered when defining policies with respect to heritage and character:

6.1.1 General Principles

- The open countryside should be maintained as distinct and separate from the residential and industrial areas. Future development should generally augment existing settlement and not detract from Marple as a distinct settlement within the green belt;
- The list of non-designated heritage assets, which have been identified within this report as positively contributing to the character of the neighbourhood plan area, should be considered by any review of the current local list. This must be undertaken in conjunction with Stockport Metropolitan Borough Council;
- Sensitive contemporary design, which is responsive to historic materials is preferable to low quality historically referenced designs which produce an unsympathetic pastiche of historic fabric;
- The design of any new development should have regard to the scale, height, building and roof line and distinctive architecture of existing buildings, including the palette of materials;
- Extensions to properties should be responsive to the scale and massing of the original buildings and enhance its quality and appearance;
- Planting should be a key element of new development, with green boundaries to enhance and maintain existing green infrastructure;
- A plan should be prepared to set out the commitments to the management and future replacement of trees and other vegetation which considers resilience to environmental change, integrity of wildlife corridors and ensures Public Rights of Way are legible and well maintained; and
- Palisade fencing, railings or walls constructed from the existing palette of vernacular materials are preferable to panelled timber fencing or modern materials which are not typical of the area.

6.1.2 LCA 01: Marple Town Centre

- New development should seek to conserve, and wherever possible enhance the distinctive character of Marple.
- Shop fronts in the historic core of the town should be sympathetic to the building, retaining original features and demonstrating careful consideration of the size, shape, colour, style of lettering and materials.
- Surviving historic features should be retained, particularly timber window frames and doors.
- Maximise the contribution of active ground floor uses to the public realm in the commercial areas.
- Seek opportunity to increase visual and physical connectivity between Market Street and Memorial Park, with greater emphasis placed on pedestrian experience.
- A strategy should be developed to improve the quality and experience of Market Street, limiting street clutter, introducing heritage pavement to the street and an improved layout and design which better reflects the unique sense of place of the area;

- Develop a tree strategy to protect, enhance and increase street tree planting that lines the commercial streets.
- Driveways employing materials such as gravel, clay brick or hoggin surfaces are often more sympathetic to the character of the area than concrete or tarmac drives and contributes positively to surface water drainage.
- Public buildings within Memorial Park would benefit with greater integration into the park

6.1.3 LCA 02: Peak Forest Canal and Lower Valley

- Extensions to existing buildings and new development should respect the existing palette of materials, architectural detailing and scale of adjacent buildings.
- Rooflines of new development should reflect existing buildings to maintain the rhythm and character of the townscape;
- Driveways employing materials such as gravel, clay brick or hoggin surfaces are often more sympathetic to the character of the area than concrete or tarmac drives.
- New development should improve and enhance pedestrian movement across the area.

6.1.4 LCA 03: South Marple and Hawk Green

- New development should provide permeable and inclusive street patterns with trees set within road side verges. Streets layouts should be designed to provide a sense of enclosure and privacy typical of the post-war development in the area.
- Green space integrating opportunities for children's play and planting which contributes to the green infrastructure of the area should be a prominent feature of estate development in the area.
- New residential developments should respect the existing vernacular through the use of appropriate material palettes and architectural detailing.

6.1.5 LCA 04: North Marple

- Soft landscaping on street facing façades should be responsive to the existing streetscape character whilst maintaining privacy, such as by low clipped hedges.
- Existing street patterns should be respected by new development which should provide permeable and inclusive street patterns with trees set within road side verges. Streets layouts should be designed to provide a sense of enclosure and privacy typical of the post-war development in the area; and
- Driveways employing materials such as gravel, clay brick or hoggin surfaces are often more sympathetic to the character of the area than concrete or tarmac drives.

6.1.6 LCA 05: Marple Green Belt

- Modern development in close proximity to areas of open land and green space should be responsive to the historic rural setting.

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through the Community Infrastructure Levy (CIL) and Section 106 (S106) contributions, or if the project is not eligible for these mechanisms, through other means of funding or delivery. CIL is a tool for local authorities to levy contributions from developers to help deliver infrastructure projects which benefit the local community – for more information, see <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

Section 106 agreements are site-specific and put in place to make it possible to approve a planning application that might not otherwise be acceptable in planning terms – for example, the provision of new green space. It is recommended to seek advice from the Local Planning Authority on what types of project can be funded through CIL and S106. Stockport Borough Council will be able to confirm if CIL is in place for Marple.

Projects and initiatives identified as having the potential to be brought forward by CIL, S106 or other means include:

- A strategy should be developed to improve the retail areas along Stockport Road, the area would benefit from an improved layout, rationalised parking, street tree planting, new heritage pavement and traffic calming measures.
- Remedial action should be taken concerning heritage assets in a poor state of repair. This should be discussed with the Stockport Metropolitan Borough Council. Historic England has published 'Stopping the Rot: A guide to enforcement action to save historic buildings' (Historic England, 2016) which could help guide consultation with the local authority.
- Seek to improve the recreation options and biodiversity within the green adjacent to Oldknow Road.
- Improve gateways to Goyt Way and pedestrian connections along busy roads.
- Enhance wayfinding and connectivity around the canals.
- Preserve and enhance the appreciation of existing historic features by improving routes to the Canal and the river Goyt through a comprehensive scheme of wayfinding.
- Develop a tree planting strategy to enhance and increase diversity and resilience within the woodlands throughout the character area.
- Development of an interpretation strategy to provide information about the history of the area, drawing attention to historically important buildings and developments.
- Public realm improvements along Stockport Road and Market Street.

7. Next steps and sources of further information

This study is intended to provide evidence to support the development of policies with respect to heritage and character for the Marple Neighbourhood Forum Neighbourhood Plan. As such, it does not provide a comprehensive overview of the contribution of individual buildings, streets or spaces to the character of the area. It should be considered alongside other evidence gathered through the plan making process, such as detailed policy reviews, consultation responses and site options assessments and the evidence base of the Stockport Borough Council Local Plan.

Other work which would strengthen the evidence base and provide a basis to monitor and manage future change includes:

- Design codes which specify the type form and appearance of development in different character areas or allocations.
- A green space audit to determine the tree species mix, biodiversity and resilience of open space and green infrastructure across the area.
- Development of an interpretation strategy across the area identifying key heritage assets and their historical significance in the development of Marple.
- A study of the historic shop frontages to inform the production of a design guide to allow existing and new retail units to respond positively to the local historic vernacular.

A wealth of further information and support is available to assist the Marple Neighbourhood Forum in applying the principles set out in this assessment. The Locality website is a useful starting point and is updated regularly. Current guidance which may be of interest includes:

- Community Rights and Heritage, July 2016: <http://mycommunity.org.uk/resources/community-rights-and-heritage/>
- Design in Neighbourhood Planning, July 2018: <https://neighbourhoodplanning.org/toolkits-and-guidance/good-design-neighbourhood-planning/>

Further technical support is also available to priority neighbourhood planning groups and forums through Locality, funded by MHCLG. The other packages of support currently available are:

- Housing Needs Assessment (HNA);
- Site Options and Assessment;
- Environmental Impact Assessment (EIA);
- Evidence Base and Policy Development (EBPD);
- Strategic Environmental Assessment (SEA);
- Masterplanning;
- Design including Design Codes;
- Habitats Regulation Assessment (HRA); and
- Plan Health Check Review.

Further information is available in the Neighbourhood Planning Grant Guidance Notes produced by Locality: <https://neighbourhoodplanning.org/toolkits-and-guidance/>

Further information is available in the Neighbourhood Planning Grant Guidance Notes produced by Locality: <http://mycommunity.org.uk/resources/guidance-notes-neighbourhood-planning/>

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Appendix A - Historic maps 1897



Historic maps - 1897



Appendix B - Schedule of heritage assets

ID	LIST ENTRY	NAME	GRADE	EASTING	NORTHING	LIST DATE
1	1242491	BARN ADJOINING BEESTON HALL, RIDGE FOLD	II	396354	386553.36	11/10/1985
2	1242491	NUMBER 6 (BROADHURST'S BRIDGE) ON MACCLESFIELD CANAL	II	395683.19	386767.39	11/10/1985
3	1242155	ROUTING WALLS BRIDGE (NUMBER 21) ON PEAK FOREST CANAL	II	396512.77	386967.88	11/10/1985
4	1242451	MILESTONE AT SJ 9566 8694 ON MACCLESFIELD CANAL	II	395613.17	387063.66	10/02/1995
5	1117080	NUMBER 5 (BARNSFIELD BRIDGE) ON MACCLESFIELD CANAL	II	395571.55	387157.61	11/10/1985
6	1242154	MANOR HOUSE	II	395664.00	387181.36	11/10/1985
7	1260330	LUMM HOUSE	II	396701.00	387231.36	20/12/1967
8	1242486	BARNSFOLD MANOR FARM	II	395628.93	387253.55	11/10/1985
9	1241820	Nos. 81 AND 83, UPPER HIBBERT LANE	II	395952.00	387360.36	20/12/1967
10	1242493	2, SHEPLEY LANE (See details for further address information)	II	395868.00	387457.36	11/10/1985
11	1242466	NUMBER 4 (SHEPLEY'S BRIDGE) ON MACCLESFIELD CANAL	II	395676.44	387545.80	11/10/1985
12	1260182	War memorial outside All Saints' Church, Marple	II	396129.23	387932.56	11/07/2017
13	1448054	LYCHGATE TO CHURCH OF ALL SAINTS	II	396117.00	387934.36	11/10/1985
14	1241863	NEW CHURCH OF ALL SAINTS	II	396147.00	387935.36	11/10/1985
15	1260309	COTEFIELD	II	395513.00	387949.36	10/10/1983
16	1242012	REMAINS OF CHURCH OF ALL SAINTS	II	396118.00	387987.36	20/12/1967
17	1241882	HEARSE HOUSE, NORTH WEST OF TOWER OF ALL SAINTS CHURCH	II	396098.00	387994.36	20/12/1967
18	1260259	STABLING NORTH WEST OF TOWER OF ALL SAINTS' CHURCH	II	396100.00	388001.36	20/12/1967
19	1241989	149, 151 AND 153, CHURCH LANE	II	396106.00	388020.36	11/10/1985
20	1241862	WOOD FARMHOUSE	II	394450.00	388145.36	20/12/1967
21	1242087	ROSE LEA	II	396365.00	388147.36	11/10/1985
22	1241827	The Shanty, Stable Block, Boundary Wall, Gates and Piers	II	396119.90	388165.97	21/02/2017
23	1439977	NUMBER 2 (CHURCH LANE BRIDGE) ON MACCLESFIELD CANAL	II	396027.56	388319.72	11/10/1985
24	1242140	BLEAK HOUSE	II	396340.00	388359.36	20/12/1967

25	1259994	CANAL WAREHOUSE ADJACENT TO BRIDGE NUMBER 1 (JUNCTION BRIDGE), ON MACCLESFIELD CANAL	II	396105.92	388387.41	11/10/1985
26	1242093	NUMBER 1 (JUNCTION BRIDGE) ON MACCLESFIELD CANAL	II	396143.03	388405.16	20/12/1967
27	1260190	TOLL HOUSE OPPOSITE TOP LOCK	II	396119.82	388418.28	11/10/1985
28	1242090	5 AND 7, LIME KILN LANE	II	396169.47	388439.65	11/10/1985
29	1260188	WALLING AT OLD LIME KILN, BEHIND NUMBER 32	II	396249.65	388461.66	11/10/1985
30	1242485	MARPLE LOCKS NUMBER 16 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396128.24	388470.49	11/10/1985
31	1242450	32, STRINES ROAD	II	396337.00	388487.36	22/04/1964
32	1242481	MARPLE LOCKS NUMBER 15 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396111.34	388522.77	11/10/1985
33	1260016	LIME KILN FARM	II	396308.00	388523.36	11/10/1985
34	1259993	MARPLE LOCKS NUMBER 14 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396099.80	388590.61	11/10/1985
35	1260015	24 AND 26, CHURCH LANE	II	395571.00	388616.36	11/10/1985
36	1260260	MARPLE LOCKS NUMBER 13 ON PEAK FOREST CANAL	II	396097.51	388657.30	11/10/1985
37	1242448	POSSET BRIDGE (NUMBER 18) ON PEAK FOREST CANAL	II	396097.82	388678.88	11/10/1985
38	1260014	OLD MANOR FARM	II*	393979.00	388679.36	20/12/1967
39	1242469	SUNDIAL FORMERLY FROM MARPLE HALL	II	396013.00	388745.36	11/10/1985
40	1260130	STOCK ENDS	II	396005.00	388760.36	11/10/1985
41	1242244	MARPLE LOCKS NUMBER 12 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396138.14	388764.28	11/10/1985
42	1242447	Marple War Memorial	II	396038.75	388785.04	02/06/2017
43	1447174	COUNCIL OFFICES	II	396011.00	388821.36	11/10/1985
44	1242215	LOWER DANBANK FARMHOUSE	II	393904.00	388821.36	11/10/1985
45	1242468	OUTBUILDINGS AT LOWER DANBANK FARM	II	393949.00	388842.36	11/10/1985
46	1260024	MARPLE LOCKS NUMBER 11 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396184.64	388887.77	11/10/1985
47	1242446	MANOR HOUSE	II	395824.00	388907.36	11/10/1985
48	1242467	MARPLE LOCKS NUMBER 10 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396195.82	388963.47	11/10/1985
49	1242294	TOLLGATE COTTAGE	II	396210.92	388972.98	11/10/1985
50	1242463	LOCKSIDE MILL	II	396215.00	389011.36	20/12/1967

51	1242465	LOCKKEEPER'S COTTAGE ADJACENT TO LOCK NUMBER 9 ON PEAK FOREST CANAL	II	396190.00	389072.36	11/10/1985
52	1260023	MARPLE LOCKS NUMBER 9 PEAK FOREST CANAL	II	396205.20	389086.74	11/10/1985
53	1242293	BRABYNS LODGE	II	396231.00	389152.36	11/10/1985
54	1241821	MARPLE LOCKS NUMBER 8 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396179.35	389249.90	11/10/1985
55	1242292	MARPLE LOCKS NUMBER 7 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396144.00	389372.36	11/10/1985
56	1242291	MARPLE LOCKS NUMBER 6 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396126.00	389478.36	11/10/1985
57	1260092	MARPLE LOCKS NUMBER 5 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396092.89	389597.99	11/10/1985
58	1242290	MARPLE LOCKS NUMBER 4 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396079.00	389719.36	11/10/1985
59	1260091	MARPLE LOCKS NUMBER 3 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	396035.00	389829.36	11/10/1985
60	1242289	MARPLE LOCKS NUMBER 2 AND ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	395948.00	389911.36	11/10/1985
61	1242288	MARPLE LOCKS NUMBER 1 AND ADJOINING ADJOINING FOOTBRIDGE ON PEAK FOREST CANAL	II	395850.00	389980.36	11/10/1985
62	1260090	NUMBER 16 BRIDGE ON PEAK FOREST CANAL	II	395729.81	390040.41	11/10/1985
63	1242268	PEAK FOREST CANAL, GOYT AQUEDUCT	I	395520.57	390052.39	29/03/1966
64	1242267	MIDDLE DALE FARMHOUSE	II	394884.00	390098.36	11/10/1985
65	1242009	LOWER DALE FARMHOUSE	II	394618.00	390139.36	11/10/1985

