



STOCKPORT TOWN CENTRE RESIDENTIAL DESIGN GUIDE APPENDICES

APPENDIX 1

NATIONALLY DESCRIBED SPACE STANDARDS

This document prescribes the Nationally Described Space Standard. We expect future residential proposals to meet the below standards, with any deviation requiring a fully justified, evidence-based response.

Number of bedrooms (B)	Number of bed spaces (persons)	One-storey dwelling	Two-storey dwelling	Three-storey dwelling	Built-in storage
1B	1p	39 (37) *			1.0
	2p	50	58		1.5
2B	3p	61	70		2.0
	4p	70	79		
3B	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4B	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5B	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6B	7p	116	123	129	4.0
	8p	125	132	138	

* Notes (added 19 May 2016):

- Built-in storage areas are included within the overall GIAs* and include an allowance of 0.5m² for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.
- GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with five or more bedspaces. GIAs for two and three-storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.
- Where a 1 bedroom 1 person has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.
- Furnished layouts are not required to demonstrate compliance.

* Gross Internal Area (GIA) is the area of a building measured to the internal face of the perimeter walls at each floor level.

Source: Technical housing standards - nationally described space standard (Department for Communities and Local Government, 2015)

APPENDIX 2

EXTERNAL REFERENCES

EXTERNAL REFERENCES: PLANNING POLICY AND GUIDANCE

National Planning Policy

- [National Planning Policy Framework \(2023\)](#)

Regional/ Local Planning Policy and Guidance

- [Affordable Housing SPG \(2003\)](#)
- [Covent Garden Village Masterplan \(2009\)](#)
- [Design of Residential Development SPD \(2007\)](#)
- [Greater Manchester Spatial Framework Revised Draft \(2019\)](#)
- [Future Stockport Town Centre Masterplan SPD \(2005\)](#)
- [Stockport Conservation and Heritage Strategy \(2008\)](#)
- [Stockport Core Strategy DPD \(2011\)](#)
- [Stockport Station Masterplan](#)
- [Stockport Town Centre Living Development Framework \(2018\)](#)
- [Stockport Town Centre Access Plan](#)
- [Stockport Unitary Development Plan Review - Saved Policies \(2006\)](#)
- [Stockport Urban Green Infrastructure Strategy \(2015\)](#)
- [Sustainable Design and Construction SPD \(2012\)](#)
- [Sustainable Transport SPD \(2007\)](#)
- [Town centre Conservation Area Appraisals \(links to each individual Conservation Area Appraisal can be found in each character area appraisal\)](#)
- [Town centre Housing SPD \(2008\)](#)
- [Transport and Highways in Residential Areas SPD](#)

EXTERNAL REFERENCES: BUILDING REGULATIONS

- [Building Regulations Approved Documents](#)

APPENDIX 3

CHARACTER AREA APPRAISALS

The boundaries presented overleaf have been defined using a combination of previously prescribed boundaries, outlined within the below documentation, as well as a full character appraisal of the wider town centre area in its entirety.

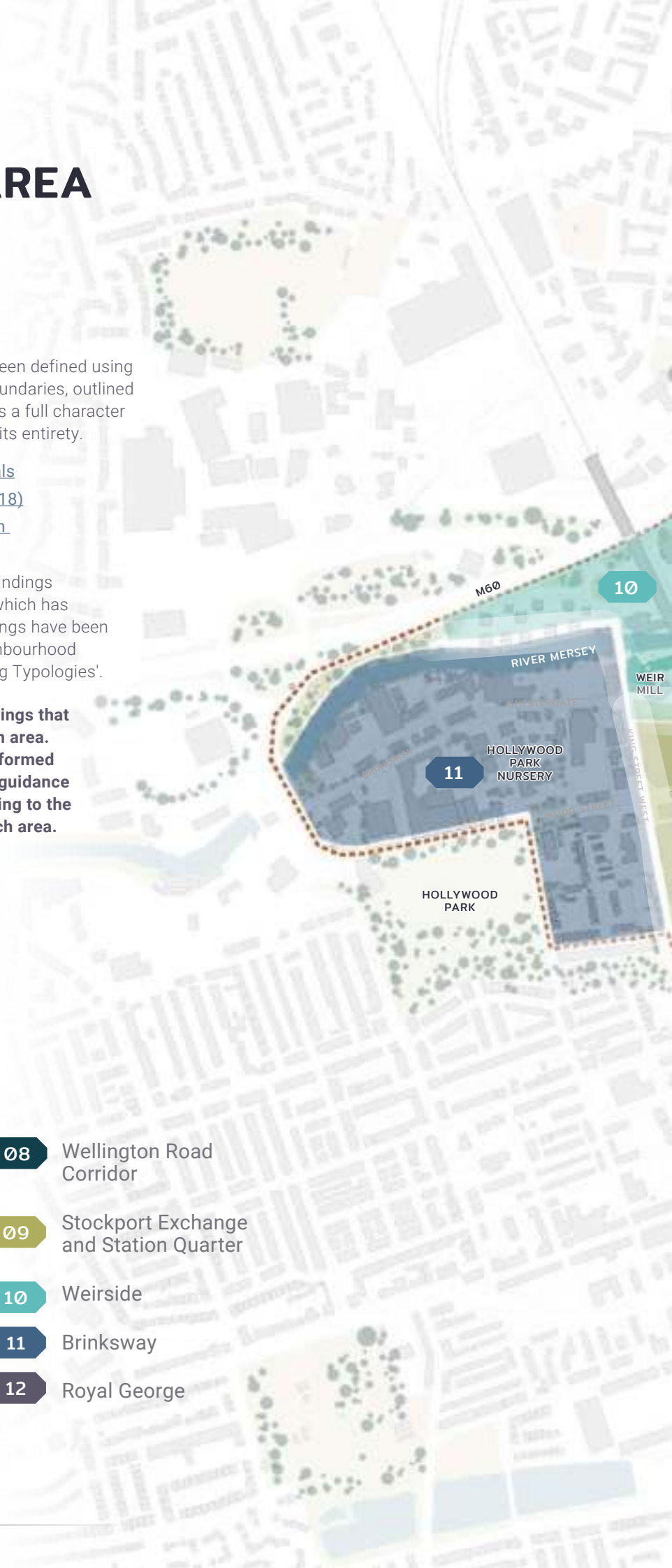
- [Stockport Conservation Area Appraisals](#)
- [Stockport Town Centre Living LDF \(2018\)](#)
- [Stockport West Strategic Regeneration Framework \(2019\)](#)

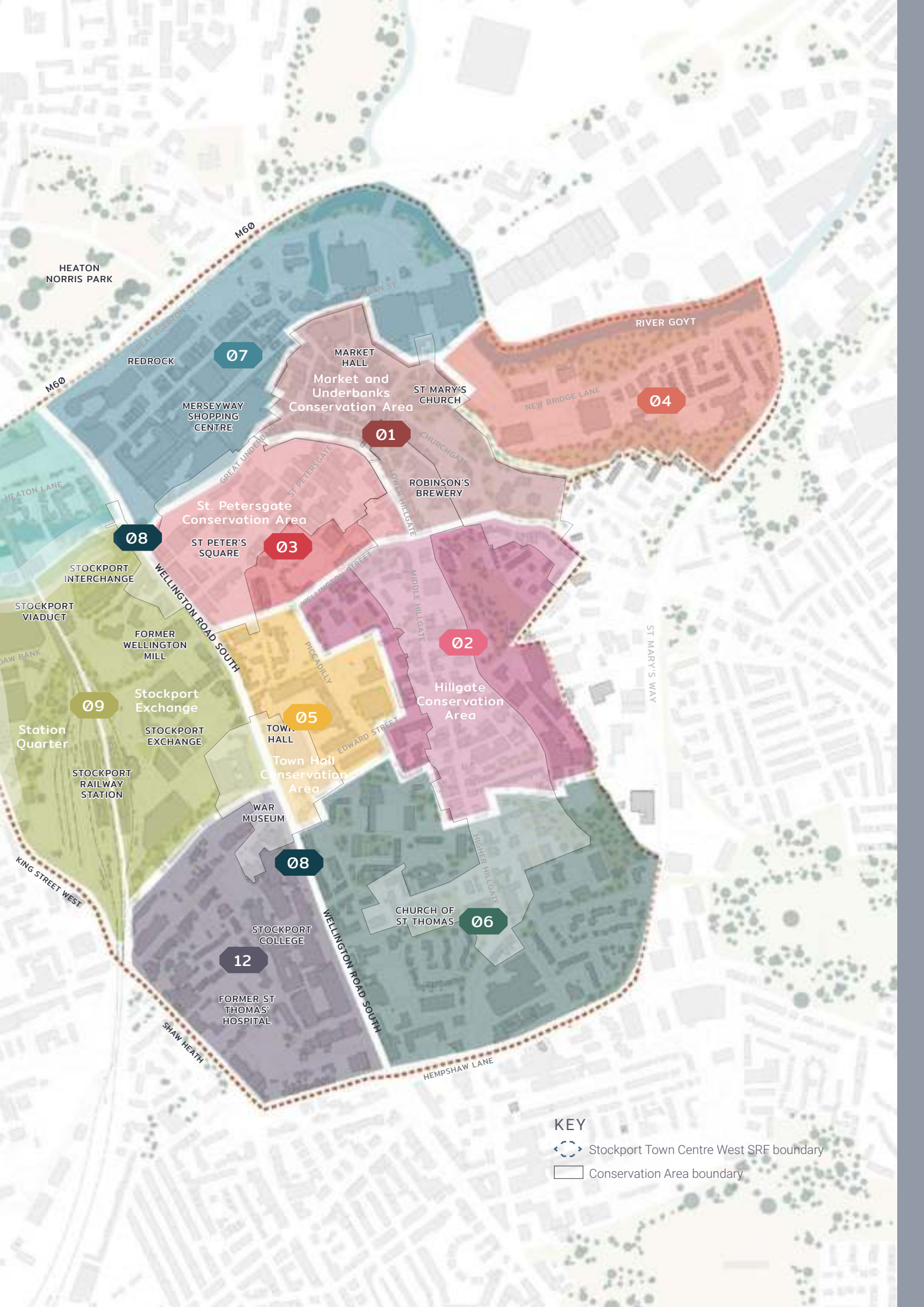
The following set of appraisals show the findings of a detailed analysis of the town centre, which has informed character area boundaries. Findings have been grouped into two categories, overall 'Neighbourhood Characteristics' and more detailed 'Building Typologies'.

Findings are grouped under a set of headings that best define the existing character of each area. It is these appraisal findings that have informed the guidance points detailed in the main guidance document, with guidance points responding to the issues and opportunities identified in each area.



STOCKPORT TOWN CENTRE CHARACTER AREAS

- | | |
|-----------------------------------|--|
| 01 Historic Core | 08 Wellington Road Corridor |
| 02 Middle Hillgate | 09 Stockport Exchange and Station Quarter |
| 03 St Petersgate | 10 Weirside |
| 04 New Bridge Lane | 11 Brinksway |
| 05 Civic Quarter | 12 Royal George |
| 06 Higher Hillgate | |
| 07 Leisure and Retail Core | |





KEY

-  Stockport Town Centre West SRF boundary
-  Conservation Area boundary

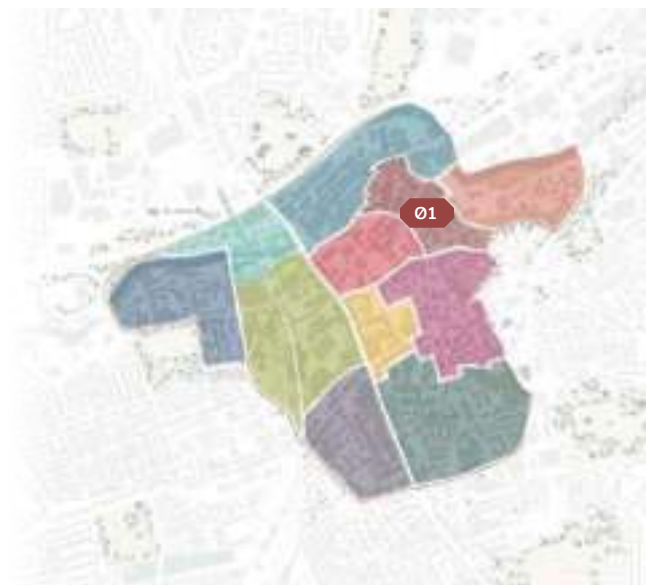
HISTORIC CORE CHARACTER APPRAISAL

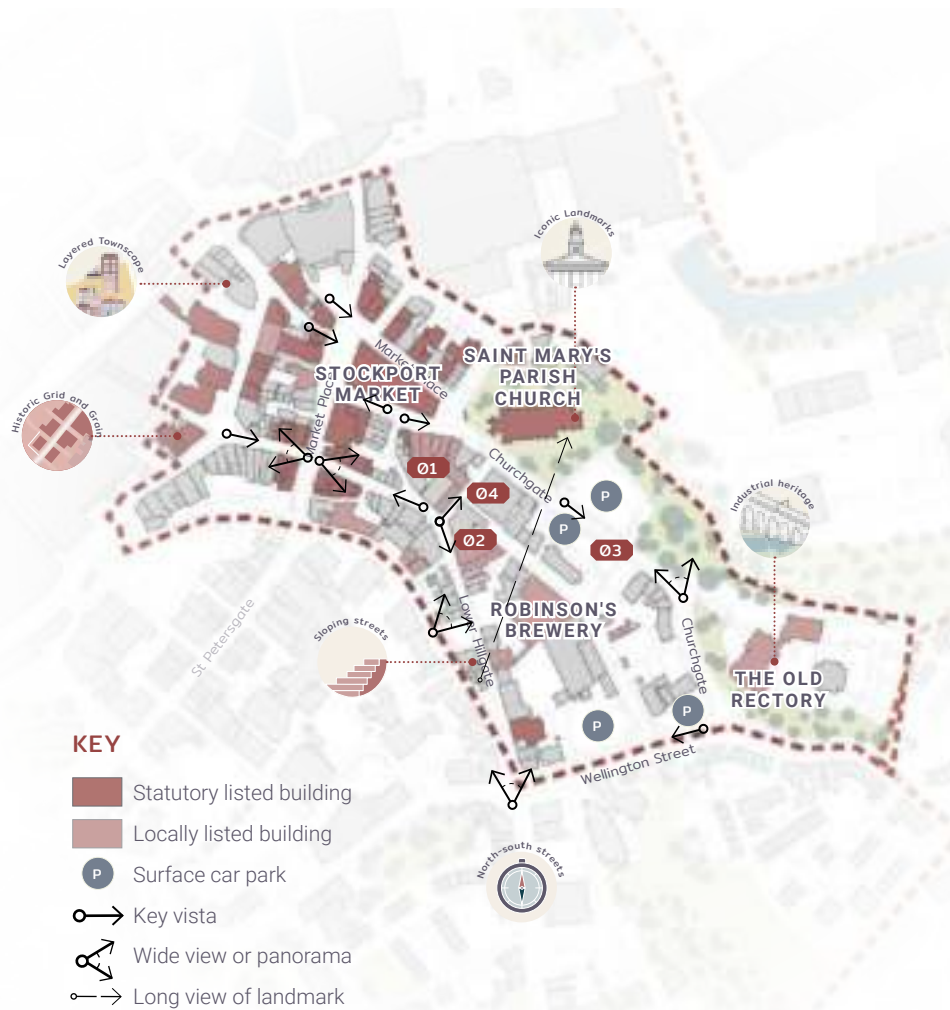
Stockport's Historic Core captures the essence of the town centre, where winding streets traverse levels and stepping buildings have nestled into the topography through time.

The area contains large sections of both the [Hillgate](#), and the [Market and Underbanks Conservation Areas](#), making it an incredibly sensitive area of the town centre. The organic street pattern and fine urban grain provide a sense of intrigue as you move through the area. Long, sloping north-to-south streets lined with three-storey terraced properties wind through the area, drawing the eye around the next bend. Stepped walkways address steeper level changes running from east-to-west across the area; some providing glimpsed views of historic landmarks. There is a constant feeling of 'what next' within the Historic Core, inspired by the organic form and grain.

The streets are generally animated. Pedestrian-priority treatments and limited vehicular access create a walkable area, whilst active frontages and retail uses at ground level help to activate the public realm. Generous spill-out allowances also contribute to a more active street.

Development in the Historic Core has responded to the complex topography organically, embedding itself in the tiers. The result is a layered effect, creating visual interest and intrigue which provides Stockport Town Centre with a truly unique sense of place, with great views across the roofs from upper storeys.





KEY

- Statutory listed building
- Locally listed building
- P Surface car park
- Key vista
- Wide view or panorama
- Long view of landmark

DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of the Historic Core. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- **Organic street pattern and fine urban grain**
- **Level changes and terracing**
- **High-quality pedestrian streets**
- **Active frontages and uses**
- **Layered townscape and stepping roofscape**
- **Iconic landmarks and framed views**
- **Fragmented Churchgate and Aspley Lane area**
- **Low-rise, terraced buildings**

- 01 | Buildings developed at different levels contribute to a layered townscape | Lower Hillgate**
- 02 | Consistent active frontages and multi-coloured building elevations | Little Underbank**
- 03 | Iconic landmarks rise above the roofline | Market and Underbanks Conservation Area**
- 04 | Sloping streets and walkways connect the area, facilitating glimpsed views of landmarks | Roston Brow**

HISTORIC CORE CHARACTER APPRAISAL FINDINGS

The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



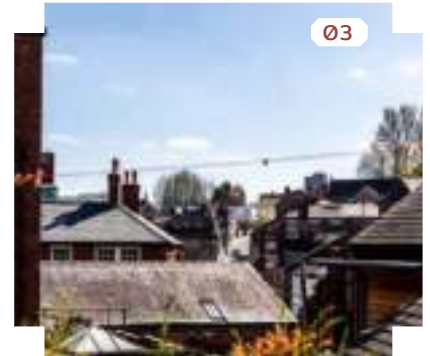
An organic street pattern and fine urban grain

- Narrow historic streets/ high levels of enclosure
- Long linear routes curve along contour lines create an element of intrigue and mystery
- Incidental amenity spaces break the fine grain



Level changes and glimpsed views

- Major level changes create long sloping routes
- Stairwells used to create east-west connections through the area
- Sloped streets create stepped building entrances



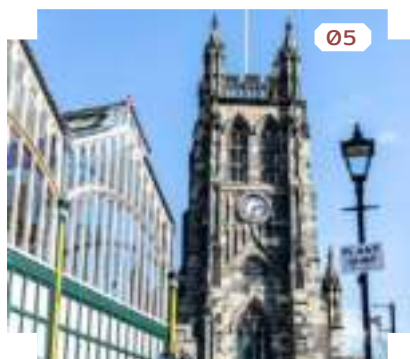
A layered townscape

- Topographical changes create development tiers
- Development tiers and platforms create views highlighting unique roofscape and gables
- Strong sense of enclosure



A pedestrian friendly public realm

- Presents a well-balanced streetscape
- Pedestrian priority applied throughout
- Incidental public spaces create nodal points



Iconic landmarks and framed views

- Organic street pattern fosters glimpsed and framed views of landmarks
- Incidental public spaces create appropriate settings for historical assets
- Education/ industrial/ retail/ residential



Active frontages and uses

- Streets lined with generous active frontages
- Retail and commercial use throughout the area
- Positive building interaction with street

BUILDING TYPOLOGIES



Backland historic refurbishments

- Historic townhouses and terraces converted into apartments
- Rear parking courtyards
- Residential entrances at rear of street



Backland modern apartment infill

- Modern apartment infill built to rear of existing historic blocks
- Some extensions of existing buildings
- Gated access and internal courtyard/ balcony amenity provision



Mixed-use apartments

- Using levels to uphold light standards (developed over two levels - two level block)
- Balconies create overlooking amenity space/ top storey setback from building line
- Extension of existing historic building



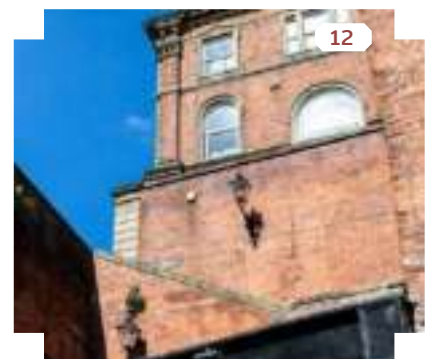
Mixed-use historic terraces

- Three-four-storeys including ground floor active frontage
- Harsh curtilage with street
- Red brick materiality with some facade painting



Georgian townhouse properties

- Light red brick materiality/ wooden sash windows prevalent
- Stepped entrances on sloping streets



Buildings in infrastructure

- Level changes require complex infrastructure to allow movement flow
- Buildings are often built into the infrastructure
- Unique element of historic townscape

Additional findings:

- A low-rise height datum
- A fragmented Churchgate and Aspley Lane area

MIDDLE HILLGATE CHARACTER APPRAISAL

The townscape character of Middle Hillgate represents a transition in the urban form, a space between the fragmented urban grain of Higher Hillgate and the fine grain Historic Core to the north.

The historic grid street pattern is still prominent, however phased demolition of terraced housing and light industrial infill has eroded the urban grain over time. Levels of enclosure along Middle Hillgate and along southern streets in the area present a human-scale, differentiating the area from its neighbours.

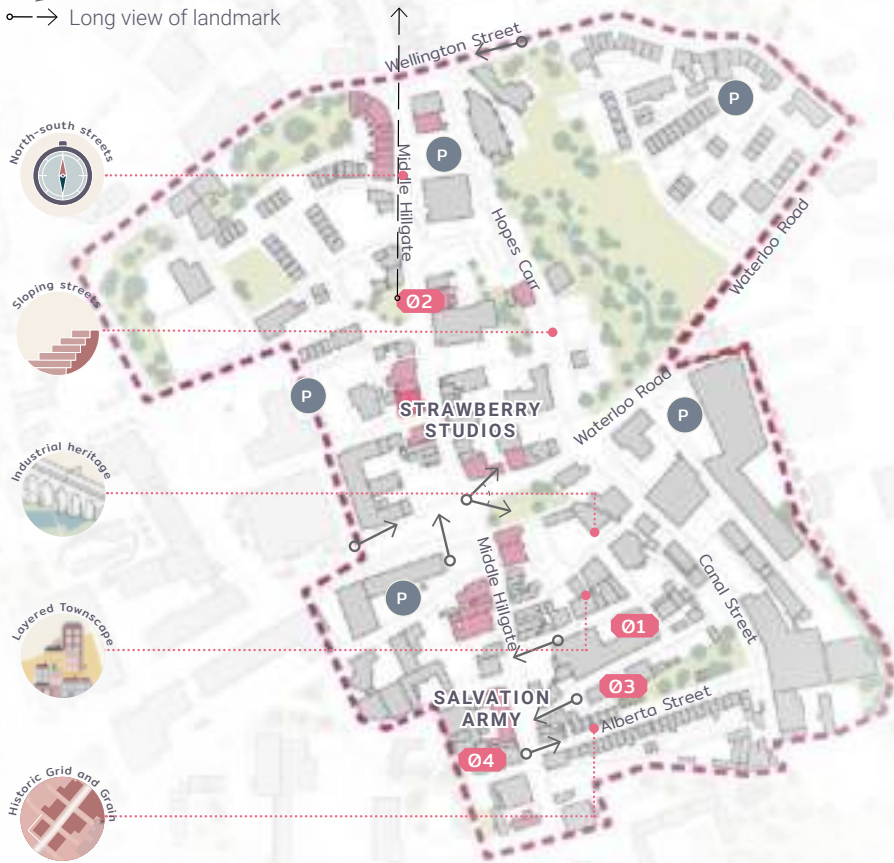
The character of Middle Hillgate is dictated by the stepping topography, with development responding using a variety of approaches. West of Middle Hillgate presents a fragmented urban grain, where development platforms have been established to incorporate large footprint commercial or apartment buildings.

To the east of Middle Hillgate, development presents a more organic, informal townscape responding to the Hemphshaw Brook valley. Streets lined with stepping terraced buildings slope down towards the brook on an east-west alignment, providing framed views of landmarks and the countryside from junctions along Hillgate. Prominent gable ends and roof pitches of old mills and warehouses step with the topography, creating a layered roofscape image and a distinctive industrial character.



KEY

- Statutory listed building
- Locally listed building
- Key vista
- Wide view or panorama
- Long view of landmark



DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of Middle Hillgate. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- **An informal, tight-knit grid of streets**
- **Level changes and views**
- **Inactive streets and frontages**
- **An industrial character**
- **A transition in building scale and urban grain**
- **Terraced building typologies**

- 01 | Walls of industrial buildings address the street, creating inactive frontages | Mowbray Street**
- 02 | A consistent building line frames the view of historic buildings | Middle Hillgate**
- 03 | Stepping terraced streets and consistent chimneys creates visual interest | Alberta Street**
- 04 | A dramatic transition in the scale of buildings | Higher Hillgate**

MIDDLE HILLGATE CHARACTER APPRAISAL FINDINGS

The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



An irregular historic grid of streets

- Victorian terrace typologies
- Building line hard up to street
- On-street parking/ some parking clusters
- Incidental amenity spaces break up the grid



Level changes and views

- Tiered townscape
- Stepping roofscapes
- Rear parking



Inactive streets and frontages

- Hopes Carr/ Wellington Street - eroded urban grain
- Industrial infill and blank gables
- Off-street building access/ poorly defined gaps



An industrial heritage (east of Middle Hillgate)

- Mix of red brick and mixed metal materiality
- Former warehouse typologies
- Prominent gable roof pitches and uniform fenestration patterns
- Tight and informal urban grain



A transition in scale and urban grain

- Dramatic step down in scale from Higher Hillgate
- General height datum two-to-three-storeys/ strong sense of arrival around landmarks



Terraced building typologies

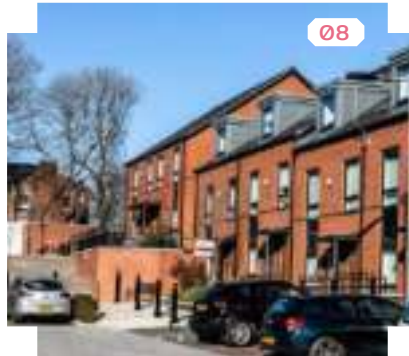
- Victorian terrace typologies
- Step in twos with the slope of the street
- No threshold to the street, front doors directly address the street
- Stepping chimneys an interesting feature

BUILDING TYPOLOGIES



Existing terraced homes

- Victorian terrace typologies
- On-street parking/ some parking clusters
- Entrance to the home straight onto the street, with no front garden amenity



Semi-detached and terrace dwellings

- Landscaping to deal with existing topography level changes
- Clearly defined public, semi-private and private landscaping zones
- In-curtilage parking provision



New medium scale apartments

- Individual entrances at street level, on key elevation/corners
- Active frontage to the street at varying levels, including roof terraces and balconies
- The choice of a quality palette of materials



Historic refurbishment

- Individual entrances at street level, on key elevation/corners
- Rear parking court provided
- Elevated amenity spaces - roof terraces and balconies



Sloping 20th century terraces

- Built along steeply sloping street
- Communal residents car park provided
- Stepped entrances onto street



Mixed-use apartment development

- Retail units address central public space
- Balconies / terraces create tiers of active frontage
- Subterranean parking provision

ST PETERSGATE CHARACTER APPRAISAL

St Petersgate presents a varied and incoherent townscape, with a mix of iconic landmark buildings and 20th-century commercial development.

A fine urban grain is present east of Piccadilly, with medium scale terraced properties lining a grid street pattern. Architectural styles are mixed, with evidence of periodic infill clearly visible along St Petersgate.

Further west, the area presents a more fragmented urban grain, with commercial office buildings set back from the street surrounded by areas of surface car parking.

There are several positive townscape features existing within the St Petersgate that could be further enhanced by contemporary residential development, including existing heritage assets, St Peter's Square and high-quality new development.





DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of St Petersgate. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

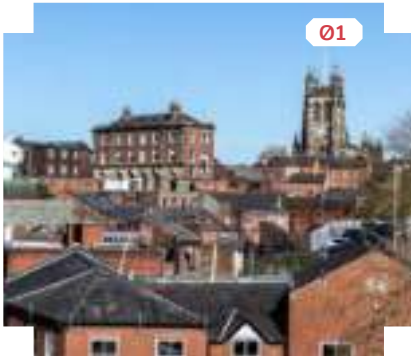
- **Level changes and layered townscape**
- **Fluctuation in the scale of buildings**
- **A fragmented urban grain**
- **Poorly addressed streets and spaces**
- **Historic landmarks and glimpsed views**
- **Sloping streets**

- 01 | A cluster of taller office buildings address a key junction | Piccadilly**
- 02 | The grid street pattern and consistent building line frames view of the landmark | St Petersgate**
- 03 | Fluctuation in the height of buildings and level changes contributes to a layered townscape | St Petersgate**
- 04 | A blank wall to undercroft car park creates an inactive street frontage | Lord Street**

ST PETERSGATE CHARACTER APPRAISAL FINDINGS

The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



A layered townscape

- St Petersgate sits on 3 levels
- Major level changes throughout, creating steep wooded edges, sloping streets and retaining walls fronting streets



A juxtaposition in scale

- Jump from seven to two-storey to the west of Piccadilly
- Level changes minimise visual impact in parts
- Scale drops to Three-to-four-storeys east of Piccadilly



Incoherent urban grain

- Urban grain becomes finer moving east towards historic core
- Large footprint buildings and surface car parks create a coarse urban grain to the west



Inactive streets and spaces

- Buildings fail to address streets (setbacks and ground level parking treatments)
- Voids in urban form create inconsistent frontage
- Lord Street - historic connection poorly defined



Historic landmarks and glimpsed views

- Heritage assets include: St Joseph's RC Church & School/ Parish Church of St Peter/ St Petersgate terraces/ The Plaza
- St Peter's square provides high-quality setting
- Breakages in urban form create glimpsed views



Sloping streets

- Streets address level changes, sloping between raised building platforms
- Streets running south-north through the area slope towards St Peter's Square

BUILDING TYPOLOGIES



Modern office development

- New build office building at St. Peters Square
- High-quality glass facade
- Subterranean parking



High rise office-residential development

- Setback from street
- Eight-storeys
- Stilted with ground level parking



St Joseph's RC Church

- Sandstone materiality
- Prominent spire
- Glimpsed views from St Petersgate



Historic stone civic buildings

- Sandstone facade materiality
- Buildings entrances on street and address key corners
- Rounded corner geometry creates splayed views



Medium-scale infill development

- Prevalent along St Petersgate
- Mixed materiality and architectural style
- Building access onto street



Parish Church of St Peter

- Iconic landmark addresses St Peter's Square
- Red brick materiality
- Round arch fenestration

NEW BRIDGE LANE CHARACTER APPRAISAL

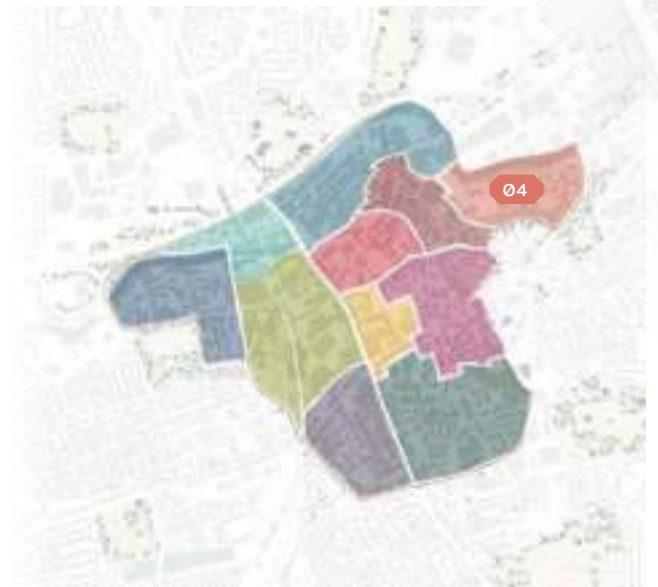


The New Bridge Lane area remains industrial in character, with red brick materiality, a grid street pattern and Victorian terraced houses symbolising this history. This character has been eroded through time, leaving a fragmented and inactive area of the town centre.

The area is bound by strong landscape features, including the steep banks of the River Goyt to the north and a steep woodland verge to the south. Extensive level changes and dense woodland along its boundaries create a well-enclosed neighbourhood, with limited visual connection to surrounding areas.

Traces of the historic grid are still most apparent to the east of the area, however urban erosion over several decades has resulted in a fragmented and coarse urban grain. Big box retail development, large format buildings and light industrial infill has created an inactive network of poorly overlooked streets and spaces, a problem exacerbated by vast areas of surface parking.

Development adjacent to the River Goyt relates poorly to the water, backing onto the asset. Similarly, the Fred Perry Way and its associated woodland and amenity green spaces are poorly overlooked by adjacent development. The result is an inactive and fairly uninviting woodland trail and river front.





DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of New Bridge Lane. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- **A loose grid of streets and terraced housing**
- **A fragmented urban grain**
- **An inactive town centre gateway**
- **Prominent landscape edges**
- **Industrial uses and heritage**
- **A low-rise building height datum**

- 01 | Rows of Victorian terraced houses | Bateson Street**
- 02 | Light industrial uses highlight the history of the area | Stanley Street**
- 03 | Mature landscape edges enclose the area | Fred Perry Way**
- 04 | The River Goyt is poorly overlooked | Fred Perry Way**

NEW BRIDGE LANE CHARACTER APPRAISAL FINDINGS

The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



A loose grid of streets and terraced housing

- Victorian terrace typologies
- Harsh threshold with street
- On-street parking
- Incidental amenity spaces break up the grid



A fragmented urban grain

- Big box retail development
- Light industrial warehouse infill
- Surface car parks



An inactive Town centre access route

- Limited frontage addressing street
- Scale does not respond to gateway location
- Under-utilised corner sites



An Indirect relationship with landscape assets

- Development backs on to river
- Private defensive barriers prevent interaction with water corridor



Prominent landscape boundaries

- Steep topographical changes
- Woodland edges contain area and create green character
- River acts as major natural asset



A juxtaposition of land uses

- Uncomplementary land uses in close proximity
- Incoherent area, difficult to define/ low-quality
- Education/ industrial/ retail/ residential

BUILDING TYPOLOGIES



Existing terraced homes

- Early 20th century terrace typologies
- On-street parking
- Some entrances on street, some with small amenity space at front



Historical industrial buildings

- Some red brick buildings representing industrial heritage of the area
- Harsh threshold with entrance directly addressing the street



Early 20th century school buildings

- Vernon Park Primary School - 1909
- Dark red brick materiality
- Cream sash windows
- Prominent triangular roofscape and chimney



Light industrial warehousing

- Low-rise industrial warehousing units
- Red brick materiality
- Set back from street



Big-box retail units

- Large building footprint
- Low-quality building materials
- Entrance setback from street



Low-rise retirement apartments

- On-street parking/ small parking court
- Stepped entrance set in amenity green space
- Communal amenity green space provision

CIVIC QUARTER CHARACTER APPRAISAL

Functioning as the civic heart of Stockport Town Centre, the area is visually dominated by a series of iconic landmarks. Combined, the landmarks provide the Civic Quarter with a unique sense of place within the wider town centre context, their protruding architectural features and formidable scale contributing significantly to the distinctive Stockport skyline.

Despite the presence of buildings of architectural and heritage value, the area suffers from a vehicle-dominated streetscene. Streets at all scales of the hierarchy are highly-engineered, detracting from the walkability of the place.

Mid-20th century development has resulted in impermeability across the area. Large development podiums, most notably surrounding the modernist council offices, have created barriers to movement from east-to-west. The opaque nature of the podium also results in inactive frontage along adjacent streets.

Large civic buildings, modern office development and new-build apartment blocks contribute to a coarse and fragmented urban grain, where buildings generally have large footprints and are surrounded by poorly defined spaces.

Surface car parking is a predominant feature throughout, occupying prominent corner sites which effects the overall legibility of the area. The result is an inactive and low-quality streetscape, which fails to complement the great landmarks of the town centre.





KEY

- Statutory listed building
- Locally listed building
- Key vista
- Site with planning consent

DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of the Civic Quarter. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- **A coarse urban grain**
- **An impermeable movement framework**
- **Fluctuation in the scale of buildings**
- **A green framework**
- **An inactive and low-quality streetscene**
- **Iconic civic landmarks**



Ø1 | Streets are lined with parked cars along kerbs | Lord Street
 Ø2 | Mature trees contribute to green street edges across the area | Norbury Street
 Ø3 | Buildings are surrounded by large spaces, contributing to a coarse urban grain | Piccadilly
 Ø4 | Streets are vehicle-dominated, and lack crossing points or street furniture | Piccadilly

CIVIC QUARTER CHARACTER APPRAISAL FINDINGS

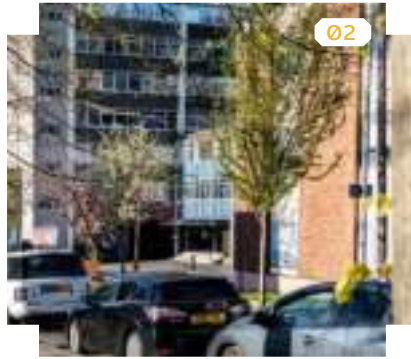
The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



A coarse urban grain

- Eroded urban grain - surface car parks
- Large footprint buildings, set back from street
- Large building podiums



An inactive and low-quality streetscape

- Podiums and platforms create retaining walls
- Buildings predominantly set back from street
- Limited ground floor active frontage



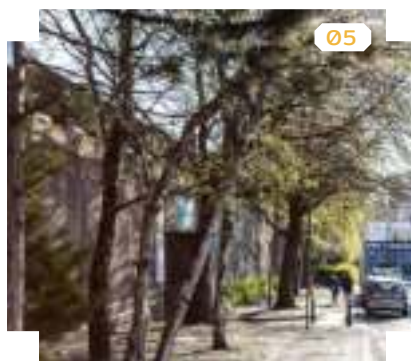
A juxtaposition in scale

- General height datum between four-to-eight-storeys
- Scale drops towards the A6 - focus drawn away from main corridor



An impermeable movement framework

- Defensive plot boundary treatments
- Podiums and platforms create impermeable barriers
- Traffic dominated streets



A green framework

- Many of the streets benefit from substantial tree planting
- Provides a strong green framework and character to the area



An inactive and low-quality streetscape

- Highly engineered and car dominated streetscape
- Limited open space provision

BUILDING TYPOLOGIES



Early 20th century cottage typologies

- Converted cottage to retail use
- Pale red brick materiality
- Wooden sash windows



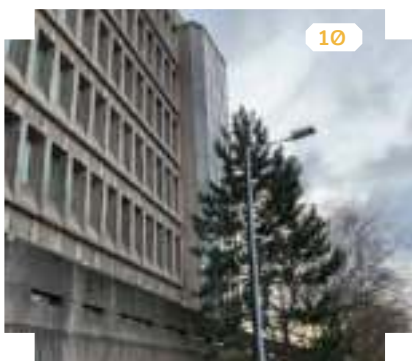
Late 20th century civic buildings

- Mixed materiality - red brick with zinc roof lining
- Large building footprint, set in amenity space
- Inactive frontages address secondary streets



Historic civic landmarks

- A range of architectural styles
- Buildings raised from street
- Amenity green space surround buildings
- Stepped access arrangement



Stockport Council Offices

- Mid-20th century
- Built on major podiums, fails to address street
- Surface parking surrounds building



New build office development

- Strong active frontages addressing key streets
- White stone materiality
- Harsh threshold with street
- Subterranean parking



Medium scale apartments

- Wellington Street - mixed-use/ underground parking/ balconies address street/ street entrance
- Archer House - surface car park/ no private amenity space/ office-to-residential conversion

HIGHER HILLGATE CHARACTER APPRAISAL

Higher Hillgate presents a varied and incoherent townscape character, a result of piecemeal residential infill and contrasting architectural approaches over a number of decades.

The eastern edge of the area presents a suburban character, comprising cul-de-sacs and low density, low-rise residential buildings. West of Hillgate presents a more urban character, where the conversion of historic industrial buildings and a drastic increase in scale defines the change in character.

The permeability of the area is greatly affected by both cul-de-sac street layouts and defensible plot boundary treatments. These approaches create barriers to movement, where walls and fences prevent a smooth movement flow through the area.

Furthermore, the area lacks any meaningful public open space or high-quality public realm. Streets are vehicle-oriented and green spaces are narrow and poorly overlooked.





KEY

- Statutory listed building
- Locally listed building
- Key view / vista

DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of Higher Hillgate. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- **A range of conflicting land uses**
- **Coarse urban grain**
- **Fluctuation in building scale and typology**
- **Barriers to movement**
- **Undefined and under-utilised green edges**
- **Scattered heritage assets and views**

01 | Fluctuation in the density and scale of buildings | Union Street
02 | A convoluted and impermeable movement framework | Elizabeth Avenue
03 | Large spaces between buildings create a coarse urban grain | Higher Hillgate
04 | Houses back on to green spaces | Higher Hillgate

HIGHER HILLGATE CHARACTER APPRAISAL FINDINGS

The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



A juxtaposition of land uses

- Uncomplementary land uses in close proximity
- Light industrial and residential mix
- Predominantly residential area



A coarse urban grain

- Buildings set back from street
- Low levels of enclosure and open feeling
- Large building footprints and surface parking



An impermeable movement framework

- Cul-de-sac development form prevalent
- Defensive boundary treatments (fences/ walls and gates)
- Lack of clearly defined legible routes



Undefined and under-utilised green edges

- Dwellings back onto streets and spaces
- Amenity spaces with no clear function



A juxtaposition of scale and typology

- Large area of Fifteen-to-eighteen-storey buildings
- Predominantly mid-scale (three-to-four-storeys)
- The area suffers from a lack of coherency in residential typology and materiality



Scattered heritage assets

- Heritage assets include: Parish Church of St Thomas/ Oldknow's House/ former factory and brewery buildings
- Low-quality streetscape and public realm surroundings detract from assets

BUILDING TYPOLOGIES



Linear apartment blocks

- Communal green and amenity play space
- Individual entrances from street level
- Clearly defined public, semi-public and private amenity spaces



Low density apartment blocks

- Main entrances address the street
- Internal parking courts
- Shared communal gardens



High rise apartment blocks

- High density, high rise form
- Minimal activity at street level
- Defined parking zones
- Shared communal gardens and play facilities



Historic refurbishments

- Defined parking zones
- Sensitive use of complementary materials
- Respect of existing scale of development
- Red brick materiality



Semi-detached dwellings

- Entrances and front gardens address the street
- In-curtilage parking provision
- Front and rear amenity spaces
- Clearly defined public, semi-public and private amenity spaces



Cluster terraces and low rise apartments

- Entrances and front gardens address the street
- In-curtilage parking provision
- Mixed of housing typologies, terraces & apartments
- Front and rear amenity spaces
- Clearly defined public, semi-public and private amenity spaces

TOWN CENTRE RETAIL AND LEISURE CHARACTER APPRAISAL

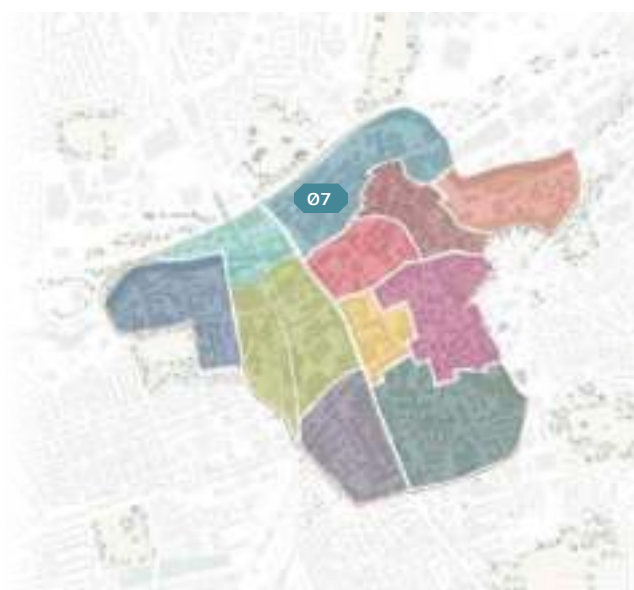
The area forms Stockport's primary shopping and leisure district, its form symbolic of a variety of popular design approaches and retail-led development delivered throughout the 20th century.

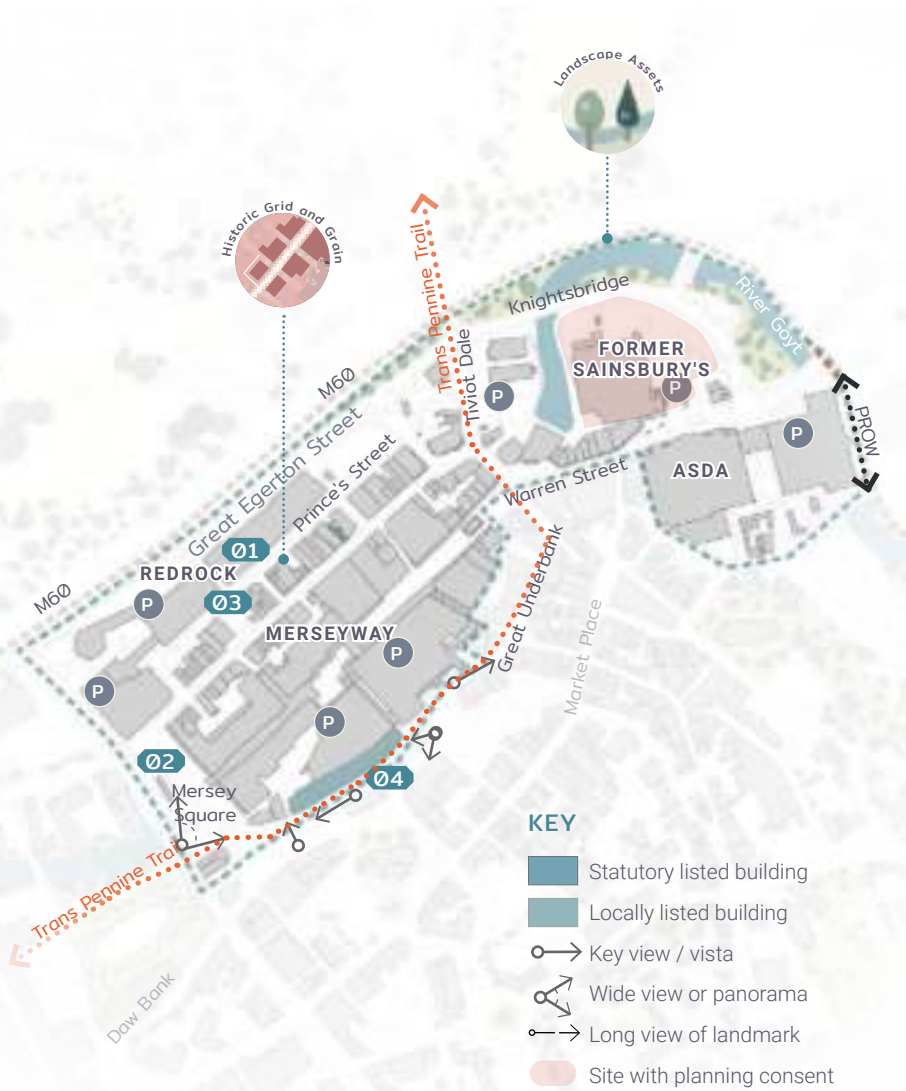
Long linear high streets lined with ground floor active frontage and retail run through the area from east-to-west, with the Merseyway Shopping Centre sitting between two older terraced edge blocks.

Merseyway itself is built in tiers above the River Mersey, a response to the topographical changes within the area. Its upper two tiers, including the roof, offer car parking facilities and are accessed via higher ground to the south east. The remaining tiers of the centre are fully pedestrianised, creating a pedestrian friendly and walkable shopping environment.

Recent development has seen the emergence of Redrock to the northeast of the area, introducing a host of retail and leisure uses to a previously declining and inactive area. Adjacent streets have been transformed, with new high-quality public realm and amenity open spaces creating an improved and inviting streetscape.

Whilst much of the area is pedestrianised, the two primary public spaces are poorly defined and vehicle dominated. Mersey Square fails to create a sense of arrival to the area, dominated by vehicular traffic which impacts the pedestrian experience.





DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of the Town Centre Leisure and Retail core. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- **Development tiers**
- **High street and pedestrian realm**
- **A fragmented periphery**
- **Active frontages and retail uses**
- **Indirect relationship with the river**
- **Inactive edges and backland streets**

01 | Active frontages and mixed ground floor uses | Bridgefield Street

02 | Merseyway and Mersey Square | Little Egerton Street

03 | Improvements to public realm across the area have enhanced the pedestrian experience | Prince's Street

04 | Views of the Viaduct from elevated points | view from Higher Bank Side

TOWN CENTRE RETAIL AND LEISURE CHARACTER APPRAISAL FINDINGS

The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



Development tiers

- Main shopping centre built on two levels (car access on roof/ pedestrian ground level)
- Mezzanine walkways create middle tier
- Response to level changes along southern edge



A pedestrian-friendly streetscape

- Pedestrianised walkways in main shopping area
- Pedestrian priority areas elsewhere (small curbs/ tactile paving)
- Promotes modal balance at street level



A fragmented periphery

- Urban grain becomes more coarse to the west
- Large footprint buildings and surface parking
- Wider and car dominated roadways



Active frontages and retail uses

- Predominantly single-use area (retail)
- Active frontage throughout (vacancy rates high)
- Servicing areas well hidden internally within development blocks



Indirect relationship with the River

- Main shopping centre built on top of river channel
- Development voids where river is visible/ existing development fails to address the river



A poorly defined Chestergate and Great Underbank

- The eastern section of Chestergate predominantly vacant and inactive
- A key town centre connection linking Stockport West neighbourhoods with Historic Core
- Streetscape is vehicle dominated

BUILDING TYPOLOGIES



Merseyway Shopping Centre

- Four tiers of development (rooftop parking)
- Large building footprints, deep blocks
- Part cantilever roof/ part open roof
- Internal servicing areas



Great Underbank perimeter block

- Several key listed landmarks along southern perimeter of shopping centre
- Includes Grade II* listed Old Bank building



Big-box retail units

- Supermarket units east of Merseyway/ deep development blocks
- Large building footprints and surface car parks
- Inactive frontages and service areas address streets



Redrock leisure complex

- New build leisure complex
- Five-storey height increases scale of area
- Active frontages and pedestrianised environments
- Rear-facing servicing



Low-rise retail terraces

- Northern perimeter block to the shopping centre
- Mixed architectural eras and styles
- Two-to-three-storey scale creates human-scale streets



High-rise office development

- Ten-storey office building marks gateway area
- Coarse grain, surrounded by surface car parking
- Building entrance set back from street

WELLINGTON ROAD CORRIDOR CHARACTER APPRAISAL

The Wellington Road Corridor acts as a vital organising feature within the Stockport Town Centre context, performing a number of roles and functions.

Primarily, the Corridor is a key strategic connection, linking the town centre with surrounding towns, villages, suburbs, and Manchester City Centre. The Corridor therefore provides many with their first impression of Stockport Town Centre as a whole.

This impression is predominantly positive, with historic, civic, industrial and religious landmarks lining the route providing an impressive summary of Stockport's past. Furthermore, east-west views of the layered townscape and high-quality modern commercial development serve to enhance the townscape setting.





01



02



03



04

DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of the Wellington Road Corridor. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- Fluctuation in building scale and enclosure
- A barrier to east-west movement
- Active frontages and a mix of uses
- Poorly defined town centre gateways
- A consistent building line
- Inactive backland streets

01 | Buildings and spaces fail to create a sense of arrival to the town centre | Wellington Road South

02 | A consistent building line emphasises the corridor | Wellington Road South

03 | Inactive backland streets are prevalent to the rear of the corridor | Lord Street

04 | The A6 is vehicle-dominated and acts as a barrier to pedestrian movement | Wellington Road South

WELLINGTON ROAD CORRIDOR CHARACTER APPRAISAL FINDINGS

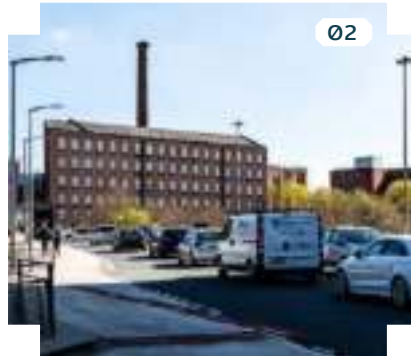
The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



Fluctuations in scale and enclosure

- Scale fluctuates along the corridor
- Cluster of taller buildings around Stockport College and Heaton Lane gateway
- Two-storey historic terraces lower scale



Wellington Road as a barrier

- Traffic-dominated roadway creates impermeable pedestrian barrier
- Limited crossing opportunity
- Divides the Town centre into two distinct halves



Active frontages and a mix of uses

- A broad mix of uses, including civic, retail and commercial
- Limited residential use present
- Limited upper-storey surveillance



Poorly defined gateways

- Both north and south Town centre gateways fail to deliver sense of arrival
- Automobile dominated roadways and low-quality/low-scale buildings



A consistent building line

- Few gaps in the building line along the Corridor
- Main breakages area east-west routes linking to wider Town centre
- Entrances and ground floor windows often directly address street



Inactive backland streets

- Surface car parking and backs of house dominate backland streets
- Creates inactive and poorly defined areas

BUILDING TYPOLOGIES



Historic terraces

- Consistent building line, entrances and windows address street
- Two-storey-scale and mixed materiality (predominantly red brick)



Civic landmarks

- Clustered around central section of A6
- Several listed buildings, including Town Hall, Stockport Infirmary and the War Memorial art gallery



Industrial landmarks

- Red brick materiality
- Uniform fenestration pattern and prominent sash windows



Stockport College campus

- Six-eight-storey scale
- Predominantly mid-20th century, rear parking and servicing access
- Strong building frontage



Modern mixed-use development

- Medium scale (Four-storeys)
- Undercroft parking provided
- Ground-floor frontage includes retail uses
- Generous window-to-facade ratio



High-rise commercial buildings

- Ten-to-twelve-storey scale clustered in low-lying land around Heaton Lane
- Undercroft and surface parking provided surrounding
- Back onto River Mersey
- Entrances setback from street

STATION QUARTER & EXCHANGE CHARACTER APPRAISAL

Stockport Railway Station acts as a focal point and gateway into the town centre. Its elevated position, central location and status as a regional rail hub creates an opportunity to deliver mixed-use development at scale.

Stockport Exchange lies to the east of the station, where a high-quality commercial destination is already emerging, creating a new front door to the town centre. A mix of Grade A office space, hotel and ground floor retail uses address a high-quality new public space. In time, this will be supported by a new transport interchange, new homes and parkland on the site of the current bus station.

The area to the west of the station currently acts as its 'back door', where a series of inactive streets and walkways create an incoherent and unpleasant streetscene. Steep level changes, large footprint warehouse buildings and rail infrastructure all stifle east-west permeability through the area, dividing the town centre into two distinct sections.





DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of the Station Quarter and Exchange. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- **Barriers to east-west movement**
- **The viaduct and station as a focal point**
- **A coarse and fragmented urban grain**
- **Inactive streets and building frontages**
- **Step level changes**

- Ø1 | The railways station and enhanced public realm act as a focal point | Stockport Exchange
- Ø2 | Streets are poorly addressed to the west of the train line, with several inactive frontages | Viaduct Street
- Ø3 | Streets slope steeply towards the town centre | Station Road
- Ø4 | Stockport Exchange has created a high-quality commercial gateway to the town centre | Stockport Exchange

STATION QUARTER CHARACTER APPRAISAL FINDINGS

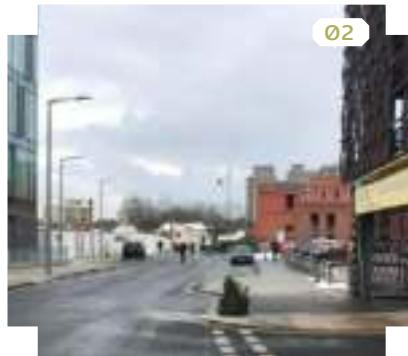
The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



The station as a focal point

- Station acts as a central node of activity
- Step up in scale towards station to five-to-seven-storeys,
- A focal point to the neighbourhood



A coarse urban grain

- Large building footprints
- Major voids in urban form (surface car parks)



An illegible western zone

- Lacks a clear street hierarchy
- Blank gables and lack of active frontage create inactive streets
- Buildings back onto streets and walkways
- Fails to harness value of viaduct



Level changes and views

- Sloping streets
- High points and low points
- Woodland edges
- Views across the town from elevated positions



An incoherent station Quarter

- Train station, tracks and retain walls divide the neighbourhood
- Currently acts as an impermeable barrier to movement
- Prevents visual connection between east and west



A new commercial quarter

- Pedestrianisation and high-quality landscaping define new station arrival square
- Commercial uses and high-quality modern development
- A strong sense of arrival to Town centre

BUILDING TYPOLOGIES



Modern commercial development

- High-quality glass facade materiality
- Mixed-use development blocks
- Retail uses and active frontages address space
- Medium scale (Five-to-seven-storey)



Modernist office development

- No active frontage addressing streets
- Mid- 20th century/ holding prominent corner site
- Medium-scale (Five-to-seven-storey)



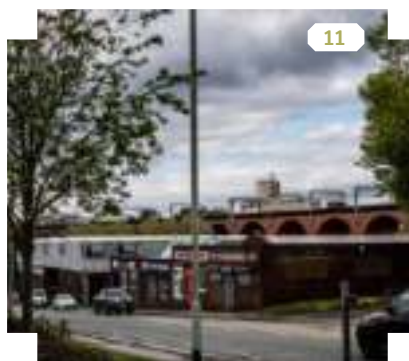
Bus depot offices

- Low-rise warehouse & office development
- Large building footprints create impermeable blocks
- Limited active ground floor frontage



Big-box retail and leisure

- Form part of pedestrianised zones
- Active frontages and entrances address pedestrianised walkways
- Servicing areas and back of house create some inactive streets



Light industrial warehouses and offices

- Present west of the station
- Low-scale buildings set on higher ground
- Inactive ground floor frontages



Stockport Station buildings

- Raised tracks create a development podium
- Buildings set within podium
- Station extension building addresses space
- Red brick materiality and retaining walls prominent

STATION QUARTER CHARACTER APPRAISAL FINDINGS

BUILDING TYPOLOGIES



Medium scale office development

- Five-to-six-storey scale
- Setback from street
- Surface level parking provision
- Red brick materiality



New Interchange and Park

- A high-rise building has been developed to the north of the area, including a new rooftop park above the bus Interchange.



Former Wellington Mill

- Grade II listed (c1830s), red-brick mill
- Eight-storey scale including prominent chimney
- Addresses Daw Bank and A6 at two levels
- Some on-street parking provision

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WEIRSIDE CHARACTER APPRAISAL

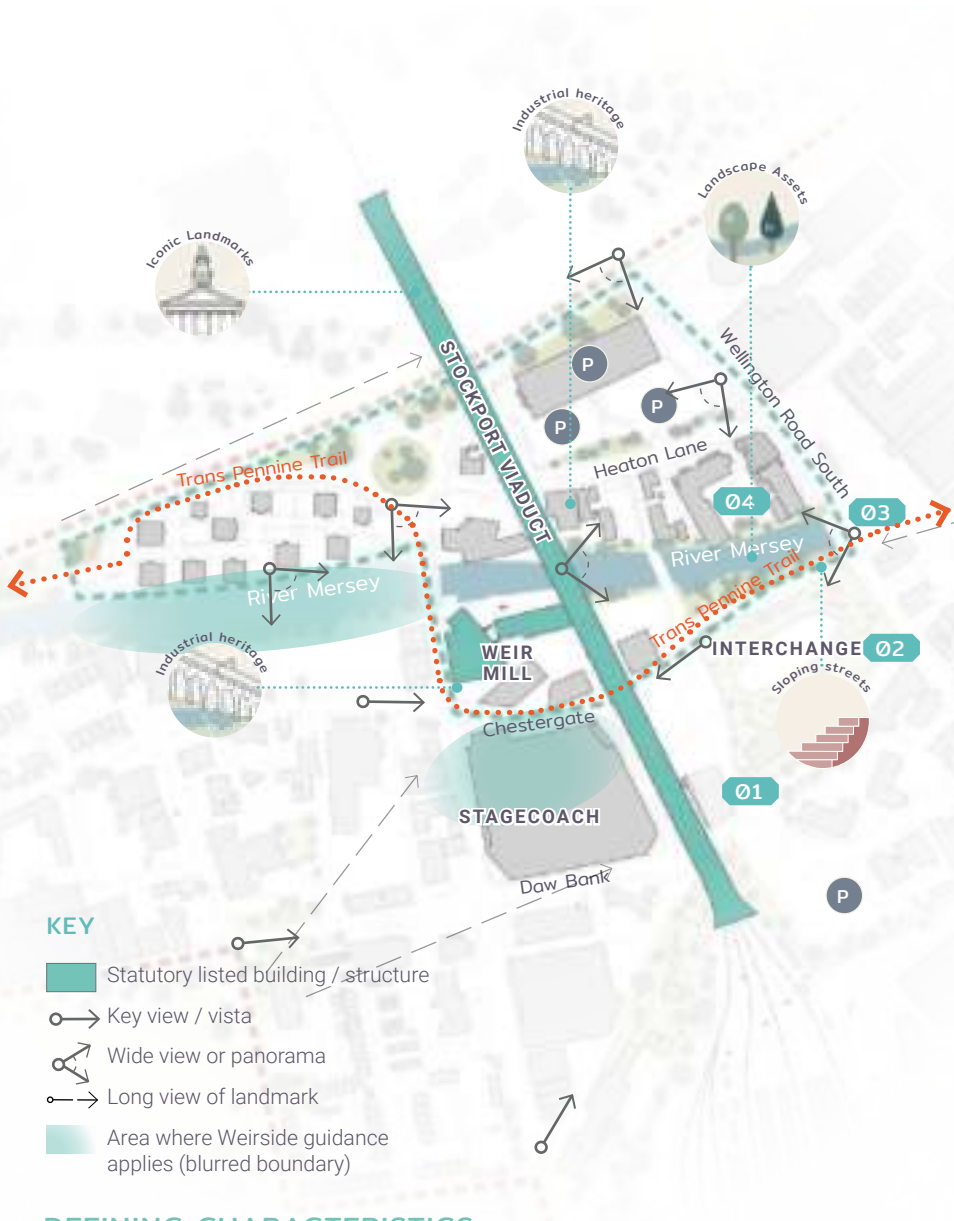
Weirside forms a key access point into the town centre from the north, playing host to some of Stockport's most iconic industrial assets. The area best captures the industrial heritage of the town centre and its relationship with the River Mersey.

Unfortunately, the relationship between the town centre and its rivers has been steadily eroded over time, with development turning its back on the asset and walling it in. Development in Weirside has the potential to fix this, reanimating and reconnecting buildings with the water.

Significant rail infrastructure, vehicle-dominated streets and large-footprint industrial sites stifle permeability, preventing a smooth flow of movement through the area. The low-quality streetscene deters from the setting of Weir Mill, which currently sits on an 'island' site, segregated from its urban context by road infrastructure and inaccessible from the River Mersey.

The area lies just a few minutes from both Stockport Railway Station and the proposed new transport interchange, making it a highly accessible location.





DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of Weirside. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- **An industrial character and landmarks**
- **The Stockport Viaduct**
- **An indirect relationship with the river**
- **An inactive gateway area**
- **Fragmented urban grain**
- **A broad range of uses and building typologies**

- 01 | Stockport Viaduct is ever present when moving through the area | Exchange Street
- 02 | Streets across the area are poorly overlooked and are dominated by vehicular traffic | Daw Bank
- 03 | Development has failed to activate the River Mersey | Wellington Road South
- 04 | The scale of buildings fluctuates dramatically across the area | Heaton Lane

WEIRSIDE CHARACTER APPRAISAL FINDINGS

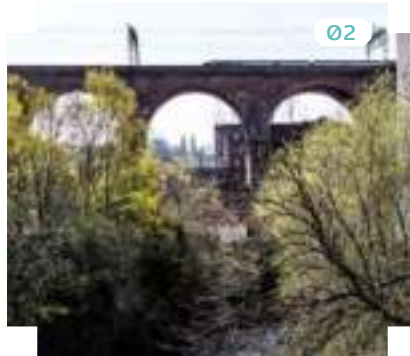
The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



Industrial landmarks and views

- Wellington Mill, Viaduct and Weir Mill - visually prominent industrial landmarks
- Low-quality public realm setting
- Red brick materiality



Indirect relationship with the river

- Defensive barriers prevent access to river
- Existing development backs onto river corridor
- No opportunity for interaction (visual/ physical)



A juxtaposition in scale

- Fluctuations in height throughout the area
- From two-storeys to twelve-storeys on adjacent plots



The Viaduct

- A key defining feature of the area, dissecting the area on an east-to-west alignment



An emerging modern post-industrial character (contrast and juxtaposition)

- Regeneration at Weir Mill has created a new character to the area - where vibrant red colours contrast the red brick of the mills and viaduct

BUILDING TYPOLOGIES



High-rise commercial blocks

- Increased scale (Ten-to-tweve-storeys)
- Buildings back onto river (no interaction)
- Internal parking court and undercroft parking



Weir Mill

- Grade II listed mill complex (C.18 dated)
- Six-to-eight-storey scale along river, drops to two-storeys on Chestergate Built into the viaduct
- Central courtyard space (currently parking)



Low-rise light industrial units

- Single-storey red brick warehouse units
- Set in building yards, limited relationship with the street
- Defensive boundaries

BRINKSWAY CHARACTER APPRAISAL

Brinksway is the westernmost character area of Stockport Town Centre, bound by the River Mersey to the north, Hollywood Park to the south and Hollywood Way to the west. The visual dominance of Kingston Mill, a locally listed former cotton mill situated to the north of the area, serves as a reminder of the area's industrial past.

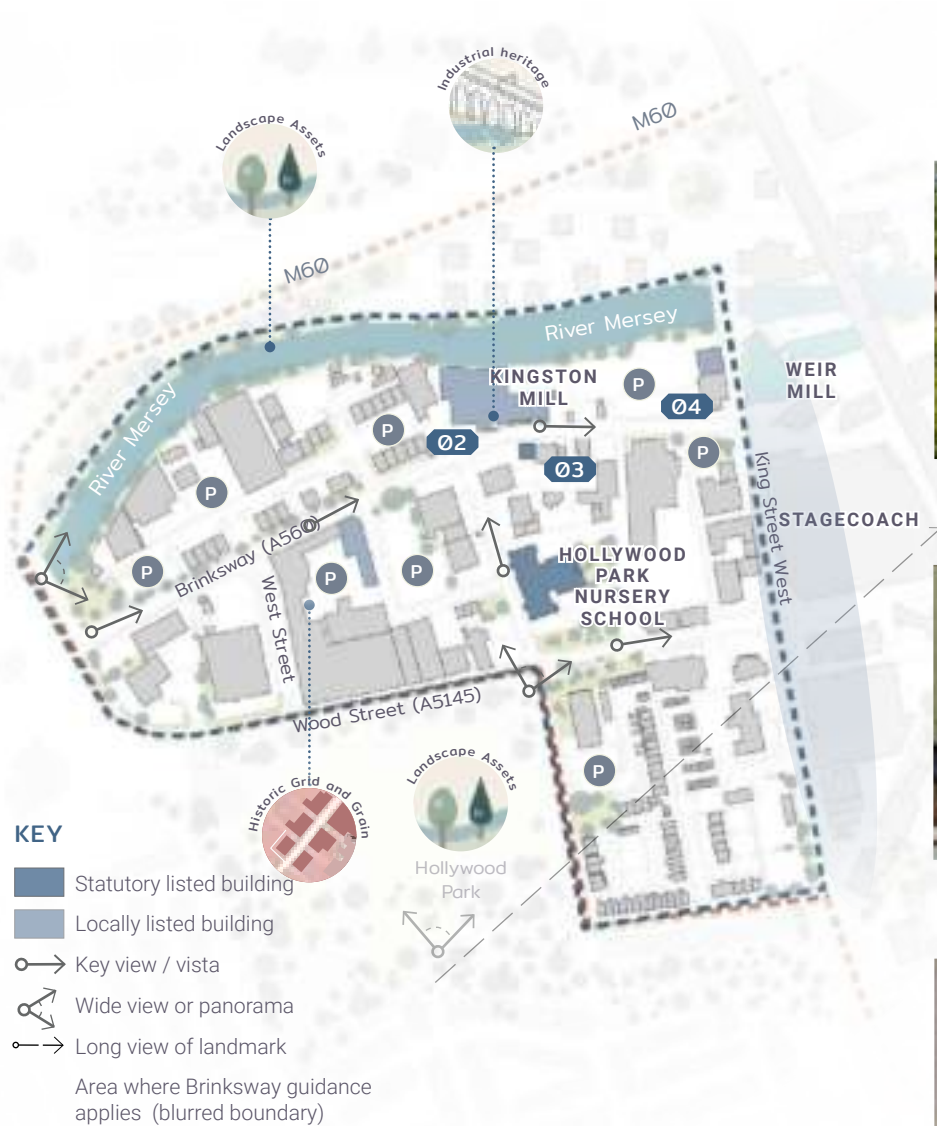
Further contributing to this industrial character are smaller scale warehouse typologies and a multi-toned red brick materiality. At the centre of the neighbourhood lies a Grade II listed Victorian school, a beautiful landmark building which acts as a key focal point within the area.

The historic grain of the area has been eroded over time, with larger footprint like industrial buildings, surface car parks and town centre overspill parking plaguing the area. Large yards and service areas further contribute to a coarse and fragmented urban grain, creating voids in the historic grid and inactive streets. Building frontages are often blank, deterring from the quality of the streetscene.

A-roads Brinksway and Wood Street are significant east-west connections, providing strong vistas of Weir Mill and the Stockport Viaduct upon arrival to the town. Both routes are currently dominated by vehicular movement entering the town via the motorway, creating barriers to movement between Hollywood Park and the River Mersey and a hostile cycling environment along National Cycle Route 62 on Brinksway. This lack of permeability through the area is further compounded by the light industrial compounds and their associated infrastructure.

The area's relationship with its natural assets is poor, with industrial units abutting the river front, limiting physical and visual interaction with the water.





KEY

- Statutory listed building
- Locally listed building
- Key view / vista
- Wide view or panorama
- Long view of landmark
- Area where Brinkway guidance applies (blurred boundary)

DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of Brinkway. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

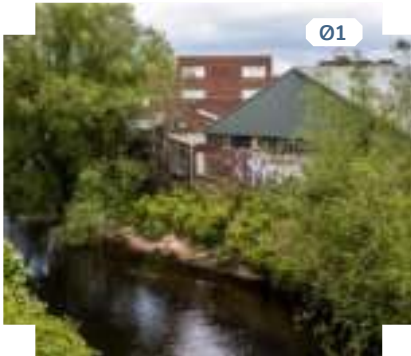
- **An indirect relationship with the River Mersey**
- **Fragmented urban grain**
- **Industrial uses and character**
- **An irregular grid street pattern**
- **Inactive streets and frontages**
- **A low-quality western gateway**
- **Barriers to movement**

- 01 | The River Mersey is poorly overlooked, with development backing onto the asset | Hollywood Way**
- 02 | Mills and warehouses are present across the area, contributing to an industrial character | Kingston Mill, Chestergate**
- 03 | Streets are addressed by brick walls and fencing throughout, creating an inactive streetscene | Owen Street**
- 04 | Key town centre access streets are poorly defined, failing to create a sense of arrival | Chestergate**

BRINKSWAY CHARACTER APPRAISAL FINDINGS

The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



An indirect relationship with natural assets

- Development fails to address park
- Development backs onto river and is built up to the banks
- Limited opportunity for interaction with water



A coarse urban grain

- Large footprint industrial buildings and yards create fragmented grain
- Surface car parks further fragment the urban grain
- Wide roadways create a poorly enclosed primary access route



An industrial character

- Red brick materiality throughout
- Kingston Mill and Weir Mill along river set Six-to-eight-storey height datum



An irregular grid street pattern

- Connections fall into an irregular grid
- Grid has been worn away through 20th/21st century housing clearances



Inactive streets and frontage

- Blank gables and frontages address street
- Large voids in the urban form create inactive spaces (surface car parks and yards)
- Building setback from street in some areas



A poorly defined western gateway

- Buildings fail to address and properly define Brinksway as Town centre access route
- Area lacks legibility
- Unclear street hierarchy

BUILDING TYPOLOGIES



Light industrial units and offices

- One-to-two-storey height datum
- Mixed materiality, predominantly red brick
- Limited active frontage
- Permeated by surface car parking



Hollywood Park Centre (Grade II listed)

- Former council school, T-shaped figure ground
- Red brick materiality with black cast-iron railing
- Prominent turrets and black finished sash windows



Historic industrial and mill buildings

- Four-to-six-storey scale
- Red brick materiality
- Consistent fenestration pattern, large sash windows prominent
- Includes locally-listed Kingston Mill



Historic cottage typologies

- Two-storey scale
- Includes Grade II listed 213 Chestergate
- Red brick materiality and prominent sash windows



High-rise apartment buildings

- Dramatic increase in scale (Fifteen-storeys)
- Surrounded by surface car parking



Hollygate Centre

- Two-storey scale stepping up to 3 at corner
- Corner building is locally listed, the industrial warehousing units are of little architectural value
- Red brick and buff stone materiality

ROYAL GEORGE QUARTER CHARACTER APPRAISAL

The Royal George Quarter is steeped in history, boasting several listed heritage assets that continue to symbolise the area's past.

The derelict buildings of the former St Thomas' Hospital campus create a focal point and structure to the area. Prominent roof pitches, distinctive cupolas, chimney stacks and multi-toned red-brick all provide design cues for future residential development to respond to and complement. Additional listed heritage assets can be found to the west of Stockport College, however the lack of physical and visual permeability through the area fails to tie the assets together.





Urban grain is fragmented and incoherent, with swathes of surface car parking, deep footprint industrial units and mid-century college buildings proliferating the streetscene. This fragmentation has a negative impact on the area's streets, which are poorly overlooked and inactive.

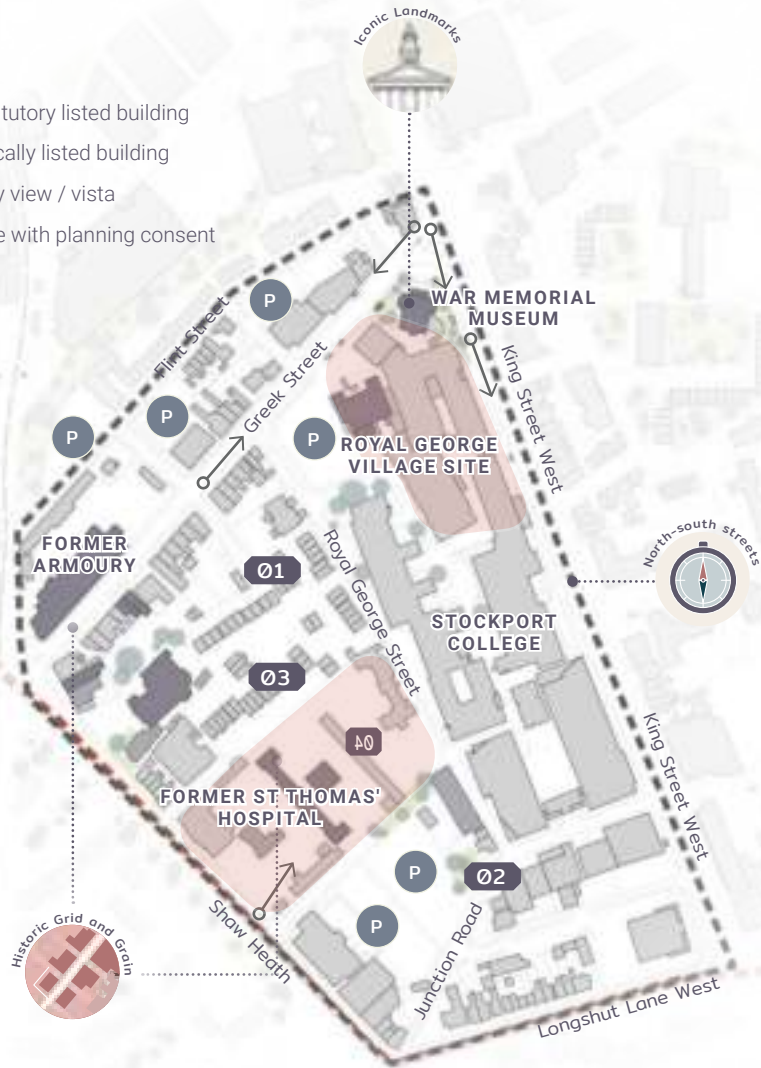
Terraced buildings along east-west connections such as Greek Street and Longshut Lane West present a finer grain, tying into the historic pattern of the area still present in Edgeley and Shaw Heath to the south and southwest.

The scale of Stockport College along the A6 drastically drops to a more domestic scale along Royal George Street, with new housing presenting a suburban character, in terms of both housing typology and layout.



KEY

-  Statutory listed building
-  Locally listed building
-  Key view / vista
-  Site with planning consent



DEFINING CHARACTERISTICS

The following townscape features have been identified as characteristic of the Royal George Quarter. Some are assets, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving. Guidance overleaf responds to this baseline.

- **The Former St. Thomas' Hospital**
- **Fluctuation in the scale of buildings**
- **A fragmented urban grain**
- **Low-quality, inactive streets**
- **A range of land uses**
- **Barriers to movement**

- 01** | Several heritage assets remain across the area | Simpson Street
- 02** | Buildings are often surrounded by large spaces, contributing to a coarse urban grain | Junction Road
- 03** | The scale of buildings fluctuates dramatically | Finn Street
- 04** | Roads and buildings across the area prevent a smooth flow of movement | Royal George Street

ROYAL GEORGE QUARTER CHARACTER APPRAISAL FINDINGS

The following townscape features have been identified as characteristic of the area. Some are assets to the area, contributing positively to townscape character, whereas others present issues that residential design should contribute to resolving.

NEIGHBOURHOOD CHARACTERISTICS



Scattered heritage assets

- Various heritage assets are scattered through the area
- The Hospital campus holds a large area at the centre of the site
- Glimpsed and framed views of assets are afforded throughout



A juxtaposition in scale

- The scale of the area drops from Six-eight-storeys around the college to Two-three-storeys in new residential areas behind



An incoherent urban grain

- Surface car parks and clear sites create a coarse urban grain
- Large footprint college buildings further contribute to coarse grain
- Finer grain present along Greek Street and historic routes
- New development presents finer grain



Inactive tertiary streets

- Blank gables and frontages directly address streets
- Hospital buildings fail to animate streets
- College buildings back onto Royal George Street



Clusters of land uses

- Broad mix of land uses present within the area
- Education uses clustered around the A6 Corridor
- Retail and commercial uses line key streets



An impermeable movement framework

- Wide hospital buildings create large impermeable blocks
- Defensive barriers, fences and walls prevent smooth flowing movement
- College prevents connection between A6 and areas to west

BUILDING TYPOLOGIES



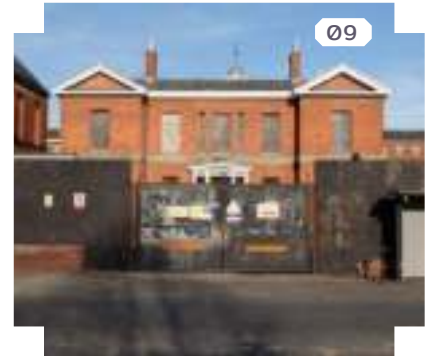
New build terraced, semi-detached and apartments

- Two-to-four-storey scale
- Parking within threshold/ within rear parking courts
- Red brick materiality
- Black finished windows



Medium scale college buildings

- Six-to-eight-storey scale
- Create a cluster of height around the southern Town centre gateway
- Servicing access and parking to the rear addressing streets



St Thomas' Hospital buildings

- Red brick materiality
- 2-4 storey scale
- Prominent roof pitches and unique t-shaped figure ground
- Wide and narrow blocks



Historic terraced properties

- Two-to-three-storey scale
- Create consistent building lines along key routes
- Rear parking courts
- Entrances and windows directly address the street



Our Lady and the Apostles Church (Grade II listed)

- Prominent spires at front of building
- Rounded facade to rear of building
- Generous windows to facade ratio
- Dark red materiality



Former Armoury building (Grade II listed)

- Prominent spire addresses key node (building steps from two-to-three-storeys to the spire)
- Large inactive frontage lines Greek Street

APPENDIX 4

EXTERNAL REFERENCES AND ADDITIONAL GUIDANCE

A Place for All

- [Living Closer - the many faces of co-housing](#) (Studio Weave, 2023)
- [Practical Guide to Cohousing](#) (UK Cohousing Network, 2020)
- [Practical Guides for Creating Successful New Communities Guide 9: Long-Term Stewardship](#) (TCPA, 2017)
- [HAPPI: Housing for Ageing Population: Panel for Innovation](#) (Department for Communities and Local Government, 2009)
- [Housing our Ageing Population: Plan for Implementation](#) (All Parliamentary Group on Housing and Care for Older People, 2012)
- [Building for Life 12](#) (CABE, 2018)
- [British Standard 8300 \(BS 8300\) Part 1](#)
- [Building Regulations Part M4\(2\)](#)
- [Building Regulations Part M4\(3\)](#)

Animates the Public Realm

- [Building for Life 12](#) (CABE, 2018)
- [Better Residential Streets](#) (CABE, 2009)
- [Streets for All - Advice for Highway and Public Realm Works in Historic Places](#) (Historic England, 2018)
- [Manual for Streets 1](#) (Chartered Institution of Highways and Transportation, 2007)
- [Manual for Streets 2](#) (Chartered Institution of Highways and Transportation, 2010)
- [Inclusive Mobility - a guide to best practice on pedestrian and transport infrastructure](#) (Department for Transport, 2021)
- [Slow Streets Sourcebook](#) (Urban Design London, 2015)
- [Sustrans walking and cycle infrastructure design guidance](#)
- [Sustrans Design Manual - for cycle friendly design](#) (Sustrans, 2014)
- [An introductory guide to low traffic neighbourhood design \(Sustrans\)](#)
- [Easy Access to Historic Landscapes](#) (Historic England, 2015)
- [The Setting of Heritage Assets - Historic Environment Good Practice Advice in Planning Note 3](#) (Historic England, 2017)
- [Local Transport Note 1/20 - Cycle Infrastructure Design](#) (Department for Transport, 2020)
-

Green and Sustainable | Public Realm

- [Manual for Streets 1](#) (Chartered Institution of Highways and Transportation, 2007)
- [Manual for Streets 2](#) (Chartered Institution of Highways and Transportation, 2010)
- [The Sustainable Urban Drainage Manual \(SuDS\)](#) (Ciria, 2015)
- [Green Streets Handbook](#) (US Environmental Protection Agency, 2021)
- [Easy Access to Historic Landscapes](#) (Historic England, 2015)
- [The Setting of Heritage Assets - Historic Environment Good Practice Advice in Planning Note 3](#) (Historic England, 2017)
- [Slow Streets Sourcebook](#) (Design London, 2015)
- [Urban Greening for Biodiversity Net Gain](#) (London Wildlife Trust, 2021)
- [An introductory guide to low traffic neighbourhood design \(Sustrans\)](#)

Green and Sustainable | Buildings

- [How to Improve Energy Efficiency and Historic Buildings](#) (Historic England, 2018)
- [Sustainable Design and Construction - good practice guide](#) (BREEAM, 2012)
- [Passivhaus Trust Design Guidance](#)
- [Modelling assumptions for steel projects - Technical Briefing Note](#) (Passivhaus Trust, 2022)
- [Passivhaus and embodied carbon](#) (Passivhaus Trust, 2022)
- [Passivhaus: a route to a zero carbon](#) (Passivhaus Trust, 2019)
- [Passivhaus Primers - Net Zero, Retrofil, Embodied Carbon](#) (Passivhaus Trust)
- [Avoiding summer overheating: Guidelines for summer comfort in Passivhaus buildings and the PHT Summer overheating too](#) (Passivhaus Trust, 2021)
- [Sustainable Housing Design Guide](#) (Cambridge City Council, 2021)
- [Zero carbon homes - an introductory guide for housebuilders](#) (NHBC Foundation, 2009)

APPENDIX 4

EXTERNAL REFERENCES AND ADDITIONAL GUIDANCE

Prioritises Pedestrians and Cyclists

- [Better Residential Streets](#) (CABE, 2009)
- [Streets for All - Advice for Highway and Public Realm Works in Historic Places](#) (Historic England, 2018)
- [Manual for Streets 1](#) (Chartered Institution of Highways and Transportation, 2007)
- [Manual for Streets 2](#) (Chartered Institution of Highways and Transportation, 2010)
- [Inclusive Mobility - a guide to best practice on pedestrian and transport infrastructure](#) (Department for Transport, 2021)
- [Slow Streets Sourcebook](#) (Urban Design London, 2015)
- [Sustrans walking and cycle infrastructure design guidance](#)
- [Sustrans Design Manual - for cycle friendly design](#) (Sustrans, 2014)
- [An introductory guide to low traffic neighbourhood design](#) (Sustrans)
- [Easy Access to Historic Landscapes](#) (Historic England, 2015)
- [The Setting of Heritage Assets - Historic Environment Good Practice Advice in Planning Note 3](#) (Historic England, 2017)
- [Local Transport Note 1/20 - Cycle Infrastructure Design](#) (Department for Transport, 2020)

Responds to Context and Character

- [Advice Note 4](#) (Historic England, 2022)
- [Conservation Principles - Policies and Guidance](#) (Historic England, 2006)
- [Making Changes to Heritage Assets - Advice Note 2](#) (Historic England, 2016)
- [Listed Buildings and Curtilage - Advice Note 10](#) (Historic England, 2018)
- [Building in Context: New development in historic areas](#) (CABE, 2006)
- [Constructive Conservation - Sustainable Growth for Historic Places](#) (Historic England, 2013)

Practical

- [Manual for Streets 1](#) (Chartered Institution of Highways and Transportation, 2007)
- [Manual for Streets 2](#) (Chartered Institution of Highways and Transportation, 2010)
- [Building Regulations](#) (Department for Levelling Up, Housing and Communities)
- [National Planning Practice Guidance](#)

High-Quality Architecture

- [BRE Site layout planning for daylight and sunlight: a guide to good practice](#) (BRE, 2011)
- [Guidance on tall buildings](#) (CABE Design Council, 2007)
- [Tall Buildings - Advice Note 4](#) (Historic England, 2022)
- [National Model Design Code - Part 1](#) (Department for Levelling Up, Housing and Communities, 2021)
- [National Model Design Code - Part 2](#) (Department for Levelling Up, Housing and Communities, 2021)
- [National Design Guide](#) (Ministry of Housing, Communities, and Local Government, 2021)

Creates a Home

- [BRE Site layout planning for daylight and sunlight: a guide to good practice](#) (BRE, 2011)
- [Technical housing standards - nationally described space standard](#) (Department for Communities and Local Government, 2015)

Deliverable

- [Build to Rent: A Best Practice Guide](#) (Urban Land Institute, 2016)
- [ARMA Q Standards](#) (ARMA-Q, 2015)
- [RICS Service Charge Residential Management Code](#) (RICS, 2016)

