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Underbanks, Stockport

469 dph

Key Facts

Architect:
Ollier Smurthwaite Architects

Developer:
Hall & Co.

Planning Authority:
Stockport Metropolitan Borough Council

Schedule of Accommodation:
14no. 2 beds apartments, 68no. 1 beds apartments with ground floor offices, cafe and start up retail units

Tenure Mix:
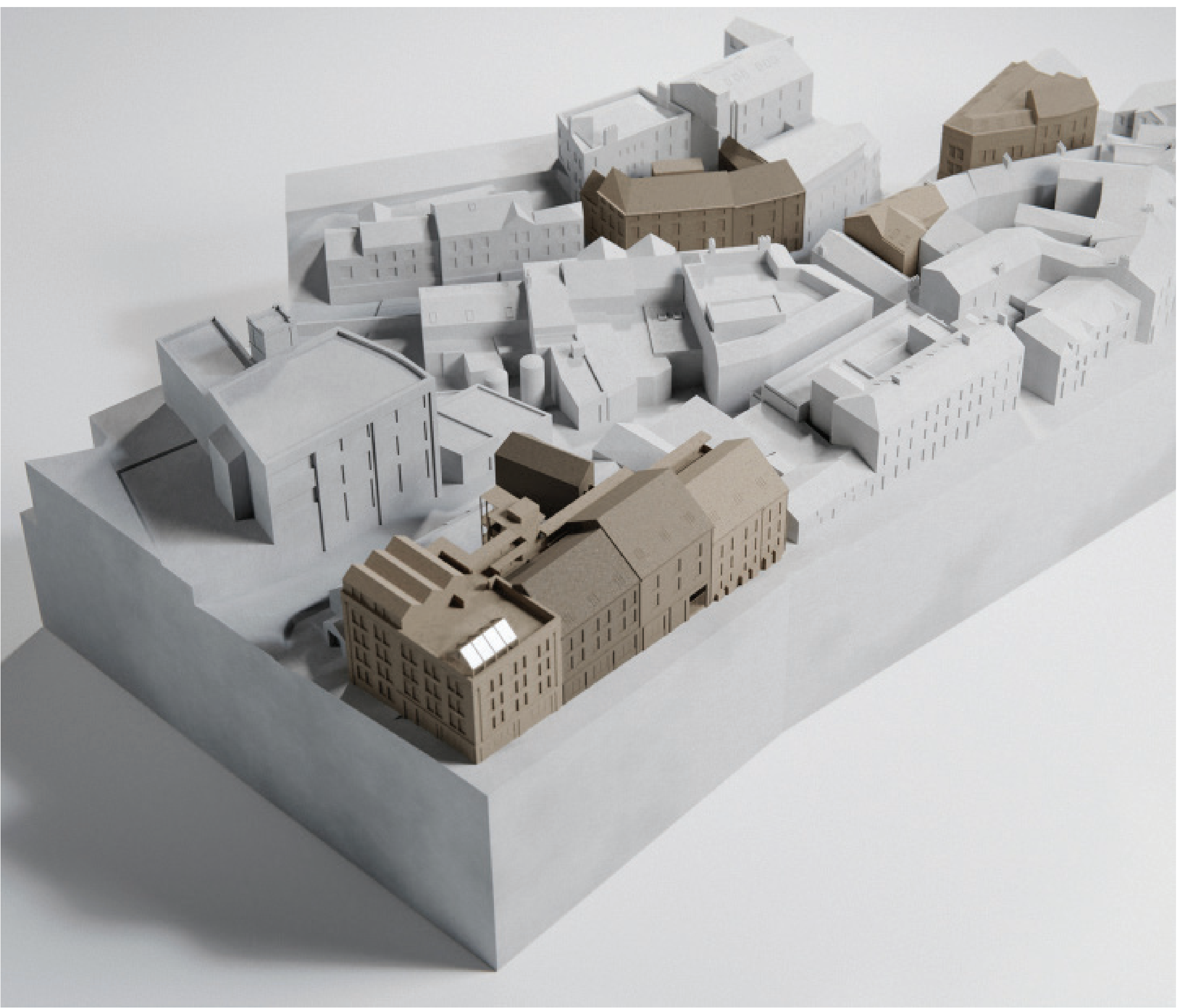90% private 10% shared ownership

Site size (hectares):
0.175 hectares

Net Density (homes per hectare):
469

Smallest Unit (sq m):
40sqm

Largest unit (sq m):
90sqm

No of parking spaces:
Zero

Description

Underbanks by Ollier Smurthwaite Architects is a redevelopment of four historic sites in central Stockport.

All four sites will provide commercial uses at the ground floor level, with a mixture of one and two-bedroom apartments on the upper floors.

Each site has been designed to fit seamlessly into the existing urban grain and reimagine the stepped period townhouses which are unique to this area characterised by its undulating topography and narrow streets and ginnels.

Active ground floors provide quirky shop frontages for innovative independents and start-ups. The upper levels provide dual aspect living around lush green semi-private courtyards.

All dwellings have winter gardens which can function as a balcony, dining space or home office. Communal residents roof gardens are provided for events, relaxing or admiring the view of the historic rooftops and views beyond.

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Little Kelham, Sheffield

102 dph

Key Facts

Architect:
Cal Architects

Developer:
Citu.

Contractor:
Citu

Planning Authority:
Sheffield City Council

Tenure Mix:
100% private rent

Site size (hectares):
1.5

Net Density (homes per hectare):
102

Size of principal unit (sq m):
110

Smallest Unit (sq m):
45

Largest unit (sq m):
139

No of parking spaces:
89

Description

Little Kelham by Citu is a sustainable urban development located in Sheffield. The project is designed to be an eco-friendly neighbourhood that blends modern architecture with Sheffield's industrial heritage.

The scheme includes a mixture of house types and sizes and has retained and reused existing heritage buildings on site.

It features low-carbon homes built using timber-framed construction system and includes energy-efficient technologies such as mechanical ventilation with heat recovery (MVHR).

The development promotes community living, walkability, and reduced car usage, with green public spaces, shared courtyards, and pedestrian-friendly layouts.

The scheme also provides spaces for small businesses, cafes and restaurants.

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The Malings, Newcastle

102 dph

Key Facts

Architect:
Ash Sakula

Developer:
Carillion Igloo.

Contractor:
Gentoo

Schedule of Accommodation:
14 x 1 bed apartments, 22 x 2 bed apartments, 15 x 3 bed apartments. 11 x 2 bed houses, 9 x 3 bed houses, 5 x 4 bed houses.

Tenure Mix:
100% Market sale

Site size (hectares):
0.61

Net Density (homes per hectare):
138

Smallest Unit (sq m):
43

Largest unit (sq m):
134
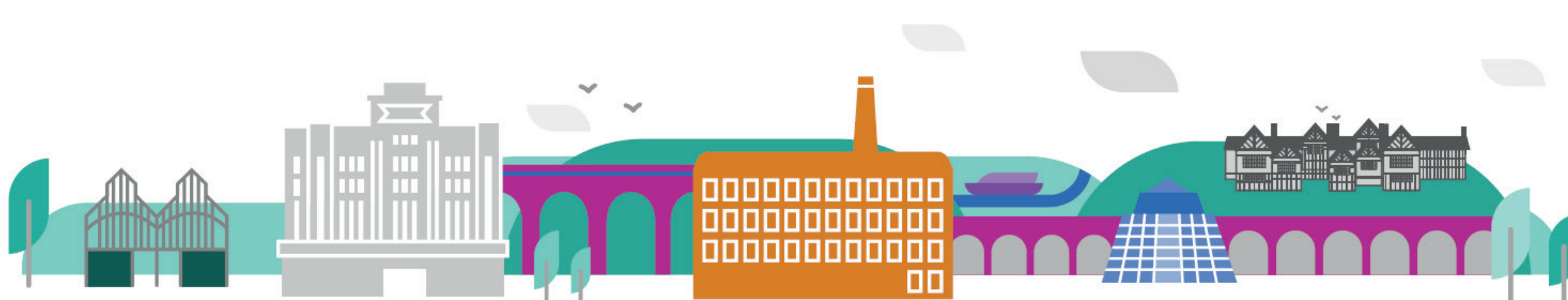
No of parking spaces:
78

Description

The Malings designed by Ash Sakula Architects emphasises sustainable urban living and community- focused design. The project features a mix of townhouses and apartments arranged along pedestrian-friendly lanes and courtyards, encouraging social interaction and walkability.

Built with a strong focus on environmental sustainability, the homes incorporate energy-efficient materials and technologies, and the layout promotes natural ventilation and daylighting.

The Malings is celebrated for revitalising a formerly industrial area while respecting its heritage, blending innovative architecture with the character of the surrounding neighbourhood.

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Elisabeth Gardens, Stockport

152 dph

Key Facts

Architect:
Ollier Smurthwaite Architects

Developer:
DeTrafford Estates.

Schedule of Accommodation:
72 x 1 Bed Apartments, 80 x 2 Bed Apartments, 21 x 2 Bed Townhouses, 21 x 3 Bed Townhouses, 7 x 4 Bed Townhouses

Tenure Mix:
100% private dwelling

Site size (hectares):
1.32

Net Density (homes per hectare):
152

Smallest Unit (sq m):
35

Largest unit (sq m):
94.2

No of parking spaces:
136

Description

Elisabeth Mill in Stockport is a restored Victorian cotton mill originally built in 1870. The mill has been redeveloped into a residential complex known as Elisabeth Gardens, a project designed by Ollier Smurthwaite Architects.

Completed in 2020, the development includes 163 one- and two-bedroom apartments within the mill itself, complemented by 50 new-build homes on the surrounding site.

The design emphasizes community living, featuring semi-private courtyards, rooftop terraces, and landscaped spaces.

This transformation has revitalized a neglected heritage asset, contributing to the ongoing regeneration of the Reddish area while preserving its historical character.

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Brabazon (Phase 1), Bristol

**68
dph**

Key Facts

Architect:
Feilden Clegg Bradley Studios

Developer:
YTL Developments.

Schedule of Accommodation:
40 no. 4-bed houses (137-154sqm) 73 no. 3-bed houses (101-133sqm) 14 no. 2-bed houses (81-89sqm) 80 no. 2-bed apartments (68-83sqm) 71 no. 1-bed apartments (49-62sqm)

Tenure Mix:
Framework provision of 30% affordable, with a lower provision of 17% affordable on the airfield due to its increased provision of community facilities, schools & parks.

Site size (hectares):
4.10

Net Density (homes per hectare):
68

Smallest Unit (sq m):
49

Largest unit (sq m):
154

No of parking spaces:
420 initially

Description

Led by YTL Developments, Brabazon is one of the UK's most ambitious brownfield regeneration projects, designed to deliver a vibrant and sustainable new neighbourhood.
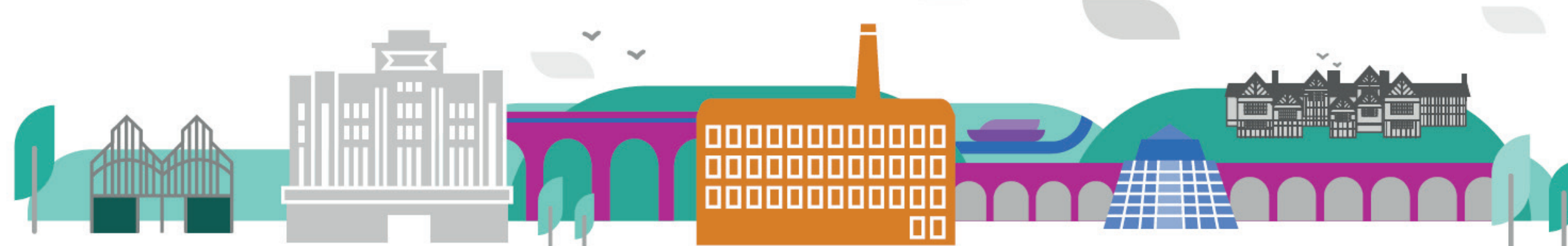
The homes are designed to reflect modern lifestyles, offering a mix of apartments, townhouses, and family houses. A portion of the housing is allocated as affordable, ensuring a diverse and inclusive community. The design promotes walkability, green spaces, and access to local amenities.

The development also includes plans for three new schools, healthcare facilities, and a new town centre with shops, cafes, and workspaces—all designed to support a growing residential population.

Extensive parks and recreational areas are integrated throughout the site to enhance wellbeing and promote outdoor living.
While the site will also feature commercial and cultural assets—most notably the future YTL Arena Bristol—the primary focus is on delivering a sustainable, future-proof community where housing leads the way in transforming this historic site into a thriving place to live.

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Nunhead Green, London

68
dph

Key Facts

Architect:
AOC

Developer:
One Housing Group.

Schedule of Accommodation:
6 x 4 bed houses, 2 x 3 bed houses, 1 x 2 bed maisonette, 2 x 2 bed flats, 1 x 1 bed flat, 1 x 2 bed flat for wheelchair users, 1 x 1 bed flat for wheelchair users

Tenure Mix:
Scheme: 100% private. Overall development: 64% private, 36% council housing on adjacent site.

Site size (hectares):
0.21

Net Density (homes per hectare):
68

Smallest Unit (sq m):
58

Largest unit (sq m):
177

No of parking spaces:
8

Description

Nunhead Green is a development comprises 14 private homes, including eight family terrace houses and a four-storey corner block with six maisonettes and flats, two of which are specifically designed for wheelchair users. Each residence features double-aspect layouts, private gardens or balconies, and top-lit staircases to enhance natural light.

A significant aspect of the project is the integration of a new low-energy community centre, "The Green," which serves as a hub for local activities and events. The development also includes the redevelopment of the village green itself, adding a children's play area and open spaces that encourage community interaction.

The use of a single brick stock, varying in mortar and detailing, helps the new structures blend seamlessly with the surrounding Victorian architecture. Completed in 2020, Nunhead Green stands as a model for sensitive urban infill, balancing modern living requirements with respect for historical context and community needs.

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Climate Innovation District, Leeds

161 dph

Key Facts

Architect:
White Arkitekter

Developer:
CITU Group LLP.

Planning Authority:
Leeds City Council

Schedule of Accommodation:
194 x apartments; 121 x 4-bed houses

Tenure Mix:
Private leasehold sales, Citu retains land owner-ship and maintenance

Site size (hectares):
2.40

Net Density (homes per hectare):
132

Smallest Unit (sq m):
House: 120 sqm

Largest unit (sq m):
House: 135 sqm

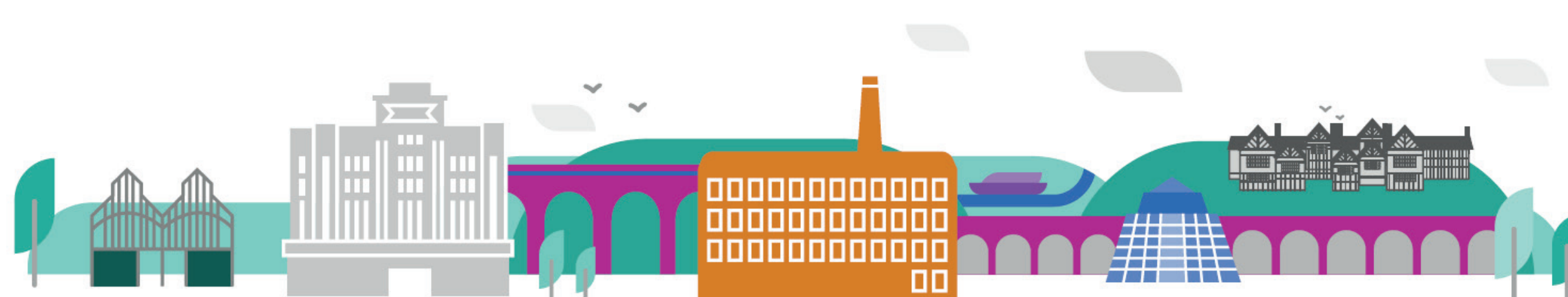**No of parking spaces:**
178

Description

The Climate Innovation District (CID) developed by Citu in Leeds is a pioneering residential development that exemplifies sustainable urban living. Situated along the River Aire, just a short walk from Leeds city centre, the CID is transforming a former brownfield site into a vibrant, low-carbon community.

The district aims to deliver over 900 energy-efficient homes, including a mix of apartments and houses ranging from one to four bedrooms. The homes are constructed using sustainable materials and feature advanced technologies such as solar panels, air source heat pumps, and smart home systems to minimize environmental impact. The development also includes affordable housing options integrated throughout the community.

Beyond housing, the CID encompasses a range of amenities designed to promote a high quality of life. These include green spaces, pedestrian-friendly streets, a primary school, a care home, and commercial spaces for shops and cafes. The district's design emphasizes walkability and access to local amenities, encouraging a car-free lifestyle.

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Weir Mill (Phase 1), Stockport

253 dph

Key Facts

Architect:
BDP

Developer:
Capital and Centric

Planning Authority:
Stockport Council

Schedule of Accommodation:
1, 2, & 3 bed apartments

Tenure Mix:
Market housing - no affordable units

Site size (hectares):
0.97

Net Density (homes per hectare):
c253

Smallest Unit (sq m):
43

Largest unit (sq m):
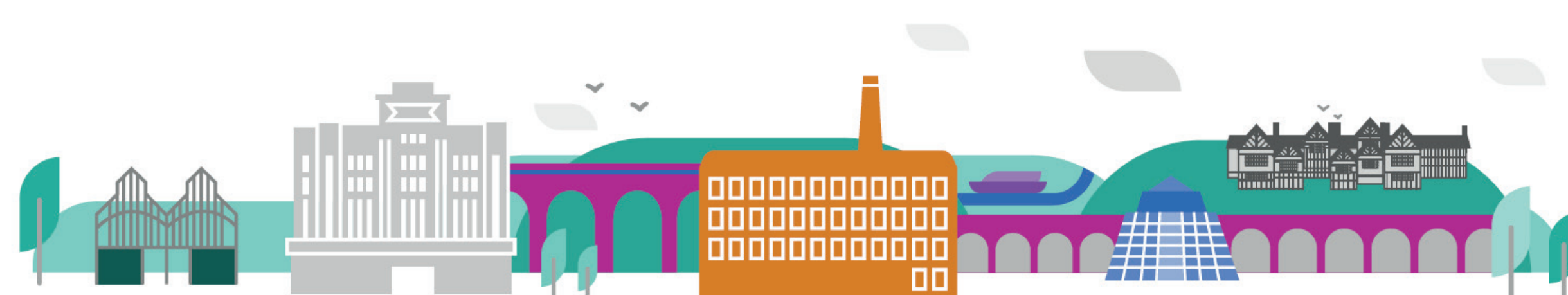76

No of parking spaces:
11

Description

Weir Mill is a £60 million regeneration project in Stockport led by Capital&Centric that aims to transform a historic mill complex, dating back to the late 1700s, into a vibrant residential and cultural destination.

The scheme includes 253 new homes, with 87 apartments created through the restoration of the Grade II listed East and West Mills, and 166 more in two new buildings—one rising to 14 storeys. The design blends industrial character with modern living, featuring exposed brick, vaulted ceilings, and large windows.

Alongside housing, the development includes commercial spaces for independent shops, cafes, and coworking. New public areas like Weavers Square and the West Courtyard will host events and markets, while green spaces and improved access to the River Mersey will enhance the site's connectivity and appeal.

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Goldsmiths Street, Norwich

83 dph

Key Facts

Architect:
Mikhail Riches & Cathy Hawley

Developer:
Norwich City Council.

Planning Authority:
Norwich City Council

Schedule of Accommodation:
56 x 1 bed apartments, 3 x 2 bed apartments, 1 x 3 bed apartments, 40 x 2 bed houses, 5 x 4 bed houses

Tenure Mix:
100% Social rent

Site size (hectares):
1.28

Net Density (homes per hectare):
83

Smallest Unit (sq m):
51

Largest unit (sq m):
120

No of parking spaces:
80 spaces (73%)

Description

Goldsmith Street is an award-winning council housing development in Norwich, designed by Mikhail Riches with Cathy Hawley for Norwich City Council. Completed in 2018, the project comprises 105 homes—45 houses and 60 flats—arranged in traditional terraced streets to foster community interaction. Each home features its own front door at street level, promoting a sense of ownership and identity.

A standout feature of Goldsmith Street is its commitment to sustainability. The development is built to rigorous Passivhaus standards, resulting in homes that are highly energy-efficient and have significantly reduced heating costs—up to 70% lower than average. Design elements such as south-facing orientations, thick insulation, and triple glazing contribute to these energy savings.

Additionally, the layout includes communal green spaces and car-free alleys, enhancing both environmental performance and resident well-being.

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Park View Mansions, Chobham Manor

205 dph

Key Facts

Architect:
Haworth Tompkins

Developer:
Taylor Wimpey East.

Planning Authority:
London Legacy Development Corporation

Schedule of Accommodation:
23 x 1 bed apartments, 12 x 2 bed apartments, 49 x 3 bed apartments, 4 x 4 bed maisonettes

Tenure Mix:
100% Market sale

Site size (hectares):
0.43

Net Density (homes per hectare):
205

Smallest Unit (sq m):
3 bed flat at 87

Largest unit (sq m):
Largest family home: 4 bed maisonette at 157

No of parking spaces:
29

Description

Park View Mansions, Chobham Manor is a residential development located within the Queen Elizabeth Olympic Park in Stratford, East London.

The development offers a mix of housing options, including apartments, townhouses, and family homes, designed to cater to a diverse population.

Emphasizing sustainability and community, Chobham Manor incorporates green spaces, pedestrian-friendly streets, and access to local amenities.

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Stockport Design Code

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The Design Code Pathfinder programme

What is it?

Stockport is one of 10 new places in the country that have been selected to be part of the UK Government's Design Code Pathfinder programme. This programme supports local authorities in creating design codes—clear, visual guides that set out what good development should look like in different places.

The purpose of our participation in the programme is to produce a design code for new developments across Stockport, working closely with local people and communities.

- Blackpool Council
- Dacorum Borough Council
- Hartlepool Borough Council
- South Kesteven District Council
- Stockport Council
- Stoke-on-Trent City Council
- Tewkesbury, Cheltenham & Gloucester Councils
- Thurrock Council
- Wakefield Council
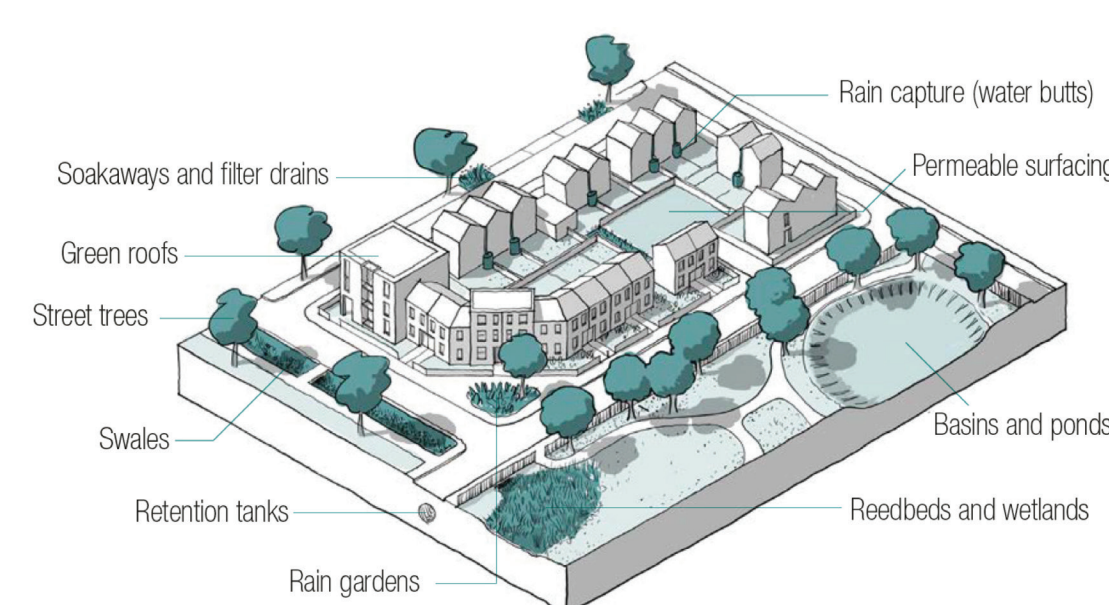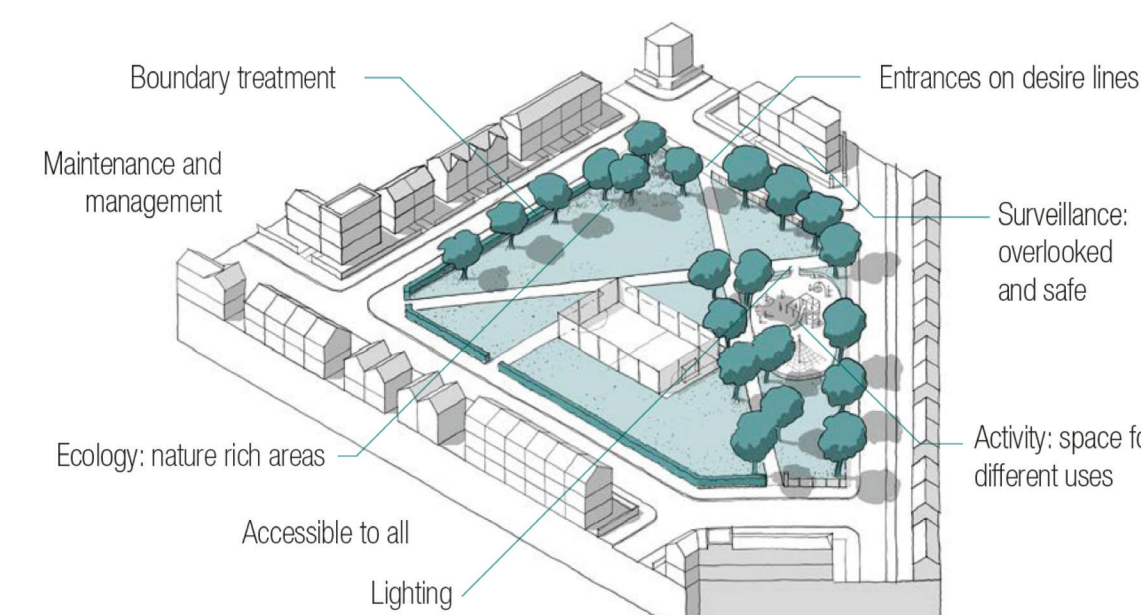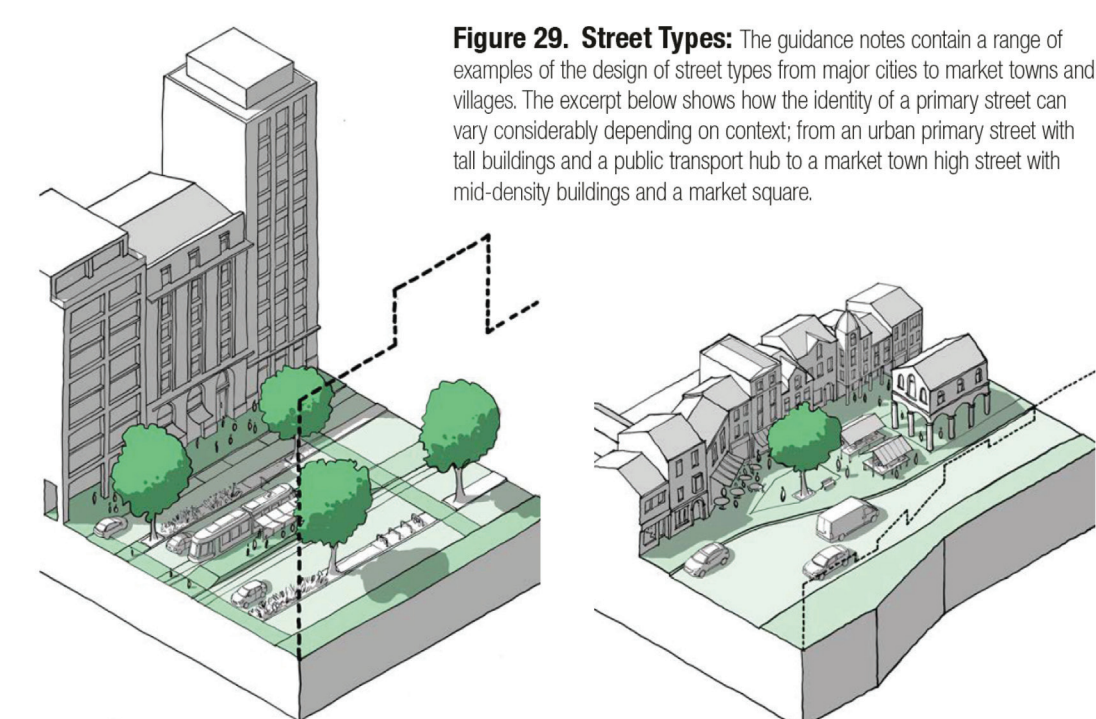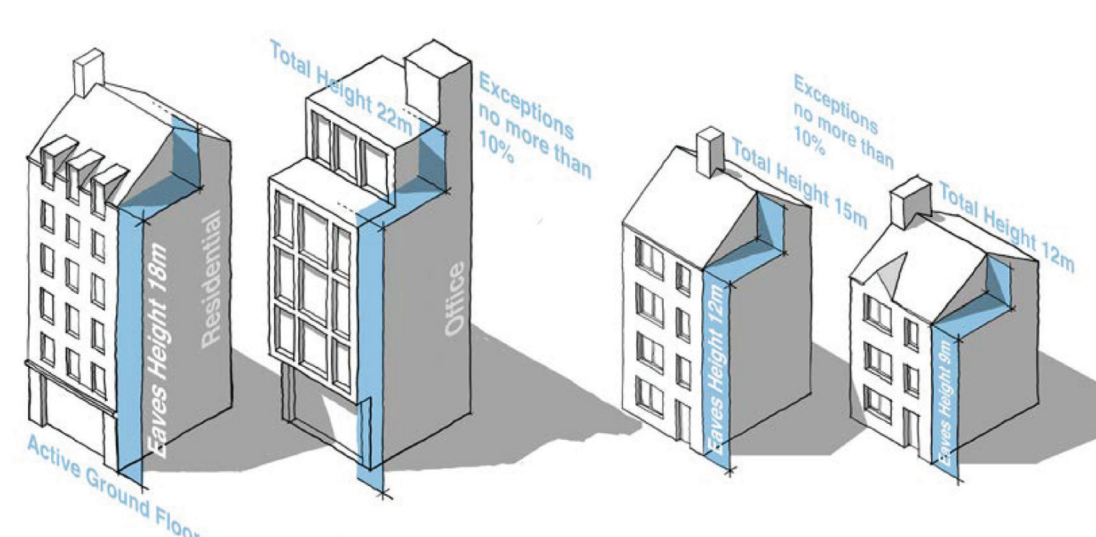- London Borough of Waltham Forest

The National Model Design Code (NMDC)

The NMDC is a national framework developed by the UK Government. It sets out the core principles of good design that every place should aim for.

These include:

- **Urban structure** (street patterns, block types)
- **Built form** (heights, massing, frontages)
- **Movement** (walkability, access, street design)
- **Nature** (green spaces, biodiversity)
- **Identity** (character, heritage, materials)
- Public spaces, land use, and sustainability

The NMDC gives a consistent starting point for local authorities—but it needs to be adapted to fit each place.

Figure 29. Street Types: The guidance notes contain a range of examples of the design of street types from major cities to market towns and villages. The excerpt below shows how the identity of a primary street can vary considerably depending on context; from an urban primary street with tall buildings and a public transport hub to a market town high street with mid-density buildings and a market square.

National to Local

Local authorities take the NMDC and develop a bespoke design code tailored to the character, needs and aspirations of their communities.

This involves:

- Engaging local people to understand what matters most in their area
- Analysing local character, history and development patterns
- Translating national principles into practical, visual guidance
- Focusing on key development types and neighbourhoods

Stockport's Design Code will reflect its unique mix of town centres, suburbs, industrial heritage, and rural settings—and help ensure that new development fits in and raises the bar.

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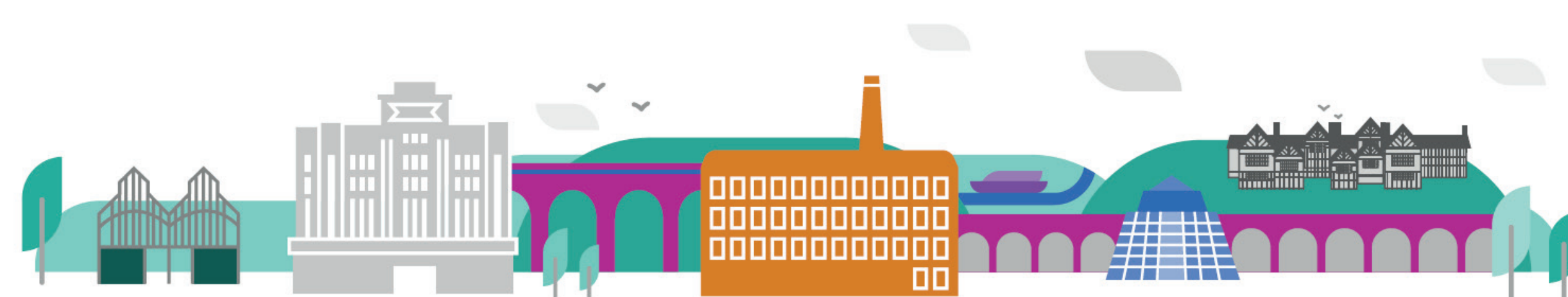
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What is a Design Code?

A design code is a set of **clear, measurable rules and requirements for new development.** They help to **control the quality and design of a place as it changes** through development.

They provide clear **yes** or **no** decisions against these rules - yes the development is following the rules, or no, the development is not following the rules. This makes it easier for planners and developers to understand what is required.

Through creating Codes that reflect what Stockport's communities' priorities are, we can **be clear about the minimum expectation** across all development, and **set it as a rule**.

The Design Code will address the themes in the diagram above - which have been set out by the government through the National Model Design Code and the National Model Design Guide.

Policy vs. Design Code

The **Local Plan** will set out **planning policies** that affect decisions across the all of Stockport.

These policies set out **targets and guidelines** used to **manage and regulate land use and development**.

These policies apply whenever someone applies for **planning permission.** Policies also aim to **improve open spaces** and make sure **new developments are integrated within existing communities** and **neighbourhoods**.

Policies in the Local Plan will set out:
- **Where** development should happen
- **What** development needs to achieve (floorspace, housing numbers, land use mix, social and environmental outcomes)

For example, the Local Plan will identify **which** green open spaces **should be protected** and **where** new open spaces need to be delivered.

The **Design Code** will set out **minimum requirements and rules** for the quality of buildings and spaces across all of Stockport. However, the Code will have a specific focus on the 'Areas of Change' where the Council anticipates most of the development.

Similar to policies, these Design Codes will need to be met whenever someone applies for **planning permission.**

The Design Code will set out:
- **How** development should be designed - in order to achieve what the policies in the Local Plan have set out

For example, the Design Code will tell people **how** new, green open spaces should be designed.

Stockport Design Code

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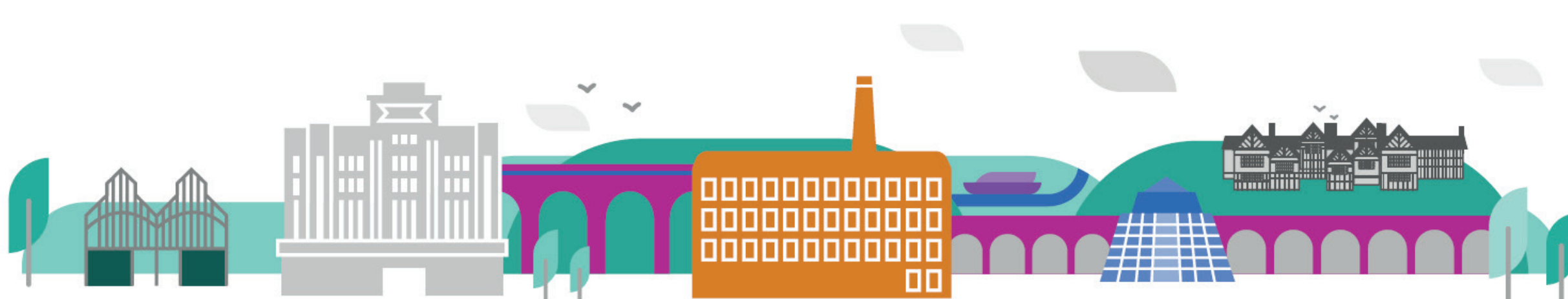
The Code: what and where?

Priorities for the Council

The Council is facing the urgent need to **deliver strategic housing target**s, while ensuring that development is of **high quality and long-lasting**. At the same time, there is a need to protect the **green open spaces, heritage and characteristics** that **make Stockport special**.

In order to meet the Council's competing priorities, the Design Code will promote and enable development to 'optimise densities'.

1

Deliver housing to meet urgent demand and to meet different community needs

2

Improve the quality and sustainability of all development (including housing)

3

Protect and enhance green and open spaces, heritage and local characteristics

Where will the Code apply?

Stockport Council have identified key Areas of Change across Stockport. These are areas with potential for optimising densities and delivering new homes and associated infrastructure.

These are **well connected areas with good transport links**. They also provide the opportunity to improve **local centres for the neighbourhoods** with **shops, local facilities and essential infrastructure such as healthcare, schools, supermarkets etc**.

The Areas of Change incorporate the types of area below, up to 800m around their boundary.

Key Areas of Change

- Town Centre
- District Centres and Large Local Centres
- Around Railway Stations

Where these areas overlap with green and open space, it is the green space that will be prioritised.

The remaining **suburban, rural and other neighbourhoods** not included in the Key Areas of Change will also need to demonstrate **more compact development of high quality** that supports **more sustainable lifestyles**.

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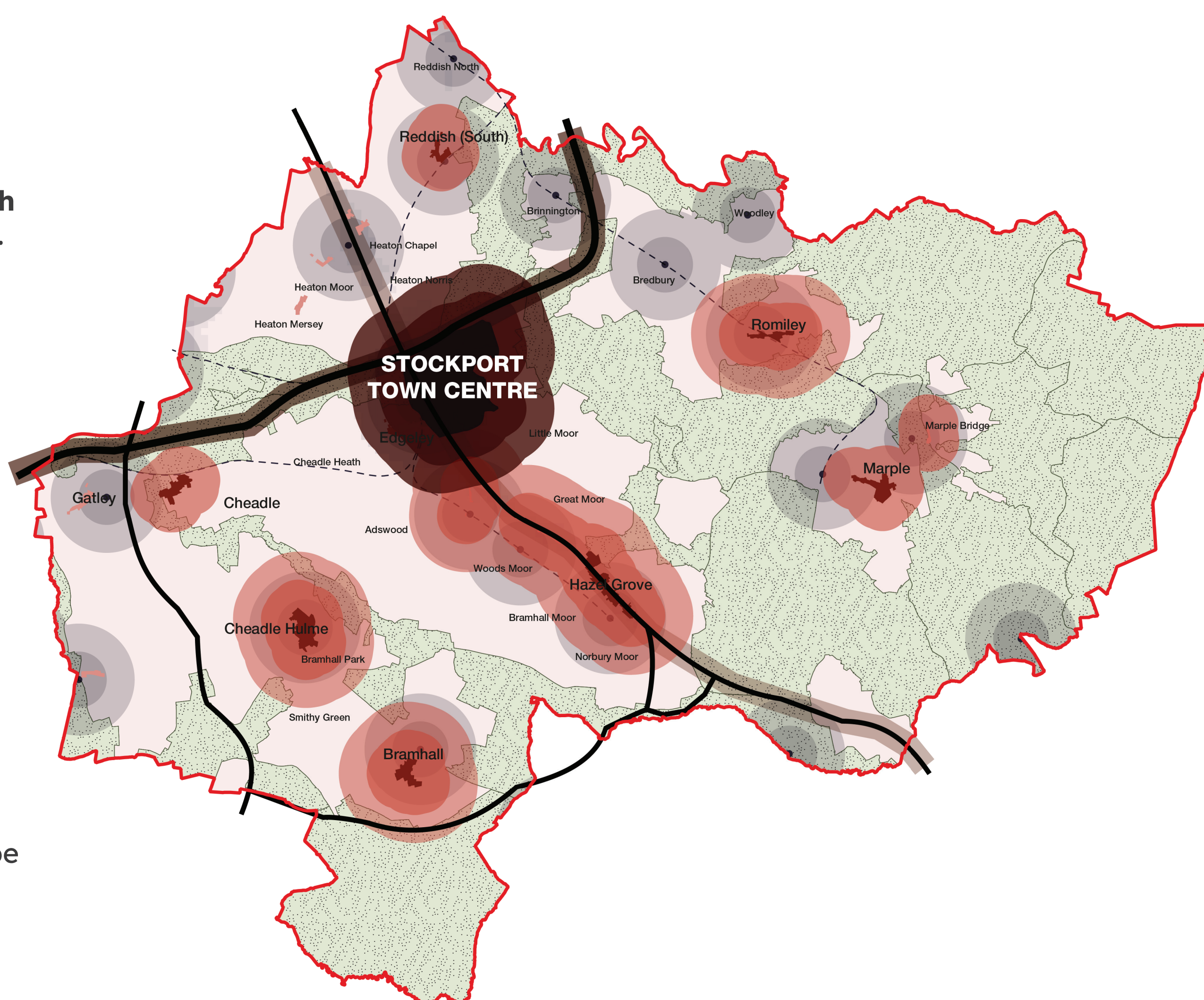
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What is density and why does it matter?

What is density?

In housing and planning, 'density' refers to the number of people or buildings in an area. This is often measured as '**dwellings per hectare**' or 'dph'. For example, if a development has a density of 75dph, that means that it is providing 75 homes on 1 hectare of land.

Developments of the same density can be created in different ways:

Rows of terraces	Perimeter block	High Rise Tower
75 dwellings per hectare	75 dwellings per hectare	75 dwellings per hectare

Different ways that 75 dwellings per hectare can be realised, from rows of terrace houses (left), to a perimeter block (centre), or a single high-rise tower (right).

What is does it mean to optimised density?

In short, optimising density means using available land in the best way possible for new homes and other uses, while making sure it fits in well with the surrounding area and creates high-quality places and spaces.

What is *does* mean.

✓ **Making the most efficient use of land** to meet housing needs—especially in accessible, well-connected locations.
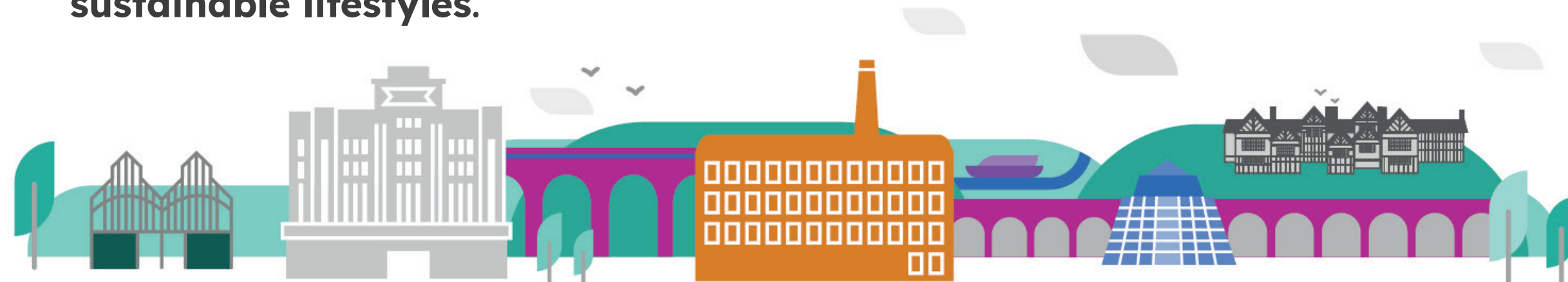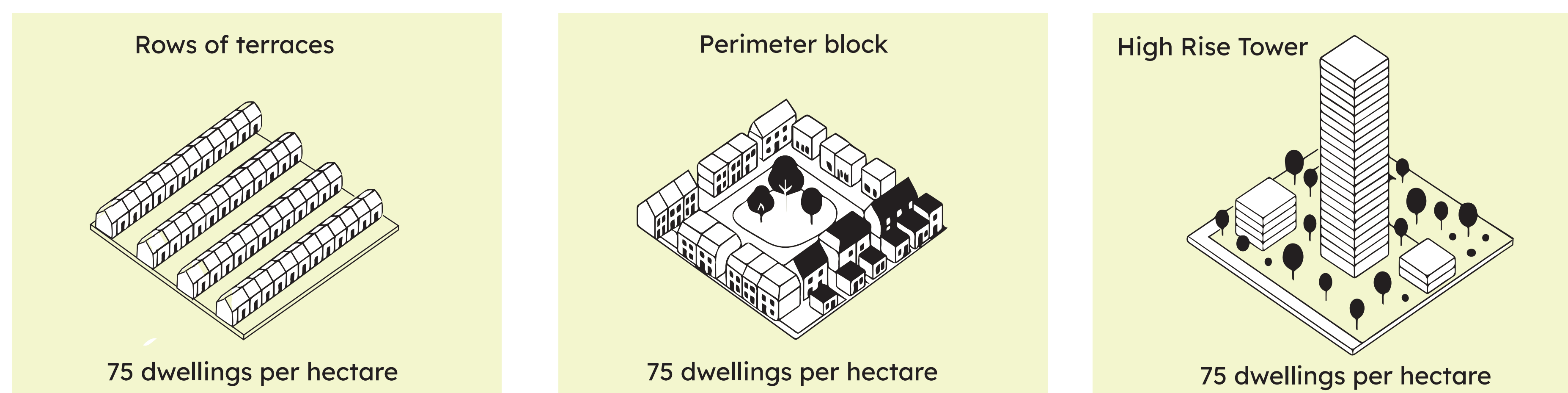
✓ **Balancing housing numbers with local context**— development that fits the scale and identity of each neighbourhood.

✓ **Respecting built form, landscape, heritage and natural assets,** especially in sensitive or historic areas.

✓ **Increasing housing numbers in smart, place-sensitive ways**—not just by going taller.

✓ **Recognising that many older areas in Stockport** already achieve high densities with low-rise, walkable layouts

✓ **Creating compact, climate-conscious neighbourhoods** with a mix of housing types, good public transport and local services.

✓ **Tailoring density to different locations**—not all sites will be suitable for higher densities.

What is *doesn't* mean.

✗ Cramming buildings into sites without considering liveability, infrastructure, or quality of place.

✗ Applying the same density everywhere, regardless of an area's character or setting.

✗ Ignoring conservation areas, important views, or local distinctiveness in the name of density.

✗ Automatically building tower blocks or high-rises in every location.

✗ Assuming that high density can only be achieved through modern, vertical development.

✗ Unsustainable, car-dependent developments with poor access to services or green space.

✗ Imposing a blanket approach or pushing inappropriate development in every area.

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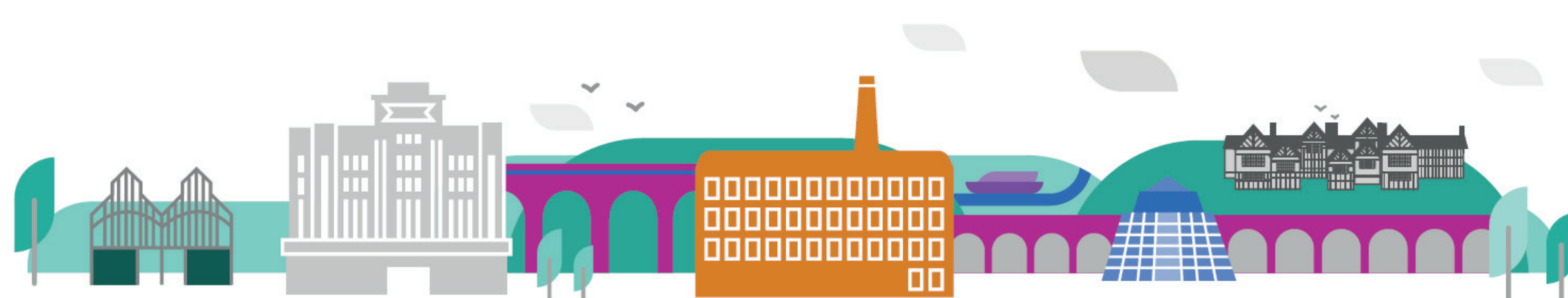
Stockport Design Code Themes

The Design Code will aim to ensure that development in Stockport over the next 15+ years will:

1.
Optimise densities to make most efficient use of land

2.
Make new developments specific to Stockport's local character and identity

3.
Create and enhance urban, rural and wild landscapes

4.
Showcase Stockport's layered history and heritage

5.
**Embed a high quality of design and sustainability across all development**

6.
Enable mixed communities that bring together people from all walks of life

7.
Support a network of resilient, attractive and inclusive public space

8.
Make walking, cycling and public transport convenient and attractive

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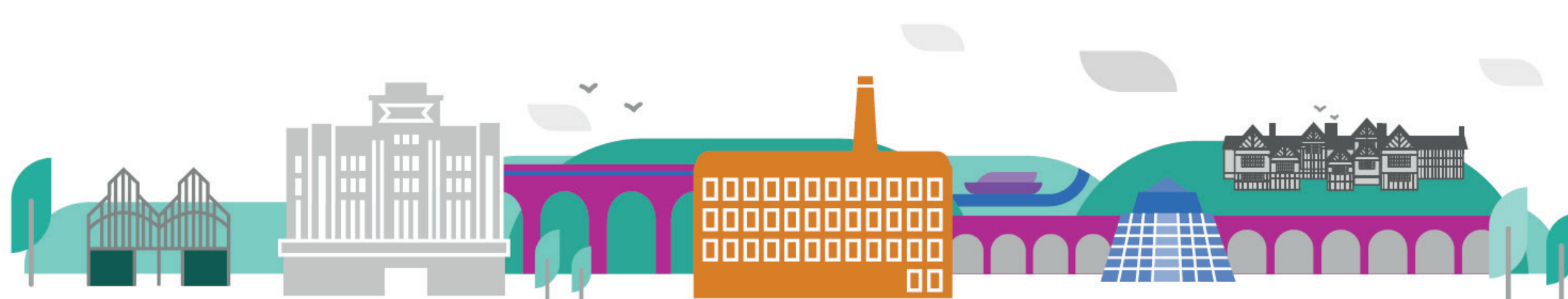
What are we coding?

The Design Code will include technical requirements for the following themes:

0. Context and Character Appraisal

- Process Code: How to analyse the existing area and what you are looking for to inform the following stages

1. Optimise densities to make most efficient use of land

- Measuring density
- Minimum density requirements
- Process: How to optimise density

E.g. See Example Code: Optimising Density board and table of typologies below

2. Make new developments specific to Stockport's local character and identity

- Urban form, grain and layout
- Architecture and roofscape
- Facades and how buildings meet the street
- Material and palette
- Distinguising features

E.g. Buildings must have a clear base, middle and top and how developments can set this out in relation to the surroundings.

3. Create and enhance urban, rural and wild landscapes

- Landscape in new developments
- Trees and Planting
- Water Management

E.g. Developments must prioritise using native species or species that demonstrate high biodiversity or climate change mitigation value

4. Showcase Stockport's layered history and heritage

- Heritage assets
- Conservation areas
- Views
- Valuing and layering what is there
- Adaptive reuse

Eg. Developments must identify views to and from heritage assets and the site boundary. These must inform the layout of buildings to retain views.

5. Embed a high quality of design and sustainability across all development

- Sustainability standards (residential and non-residential development)
- Net zero standards
- Water management
- Circular economy

Eg. New homes must comply with Greater Manchester's Truly Affordable Net Zero (TANZ) targets.

6. Enable mixed communities that bring together people from all walks of life

High Quality Homes

- Space standards

- Daylight, aspect and ventilation
- Amenity (open space)
- Parking
- Privacy

Eg. See Example Codes for Amenity and Parking on boards

Integrated Communities

- Mix of typologies
- Convivial design and interaction
- Circulation and Shared access

7. Support a network of resilent, attractive and inclusive public space

- Providing new public spaces (including green, open space)
- Infrastructure requirements: lighting, trees, bins, seating
- Materials and surface finishes (Stockport details)

Eg. Courtyards, squares or predominantly hard areas of public realm should comprise high-quality and complementary surface materials in line with Stockport's standard specifications

8. Make walking, cycling and public transport convenient and attractive

- Retrofitting existing streets (GMAL Streets for All)
- New streets (Manual for Streets 1 + 2)
- Hierarchy of streets
- Healthy streets (shade, shelter, seating)
- Walking and cycling (GMAL + LTN 1/20)

E.g. Developments must clearly identify street hierarchy (primary, secondary, tertiary) and the spatial characteristics of different street types must be distinctive from one another.

		Net Density Range - dwellings per hectare					
		15-35 dph	35-50 dph	50-70 dph	70-120 dph	120-200 dph	200+ dph
Housing typologies	Detached house	■					
	Semi-detached house	■	■				
	Terrace		■	■			
	Townhouse		■	■			
	Back-to-back		■	■			
	Mews		■	■			
	Maisonette / duplex			■	■		
	Low-rise apartments block (1-4 storeys)			■	■		
	Mid-rise apartment block (5-6 storeys)				■	■	
	High-rise apartment block (7+ storeys)				■	■	■
Amenity	Large rear garden	■					
	Small rear garden	■	■				
	Private courtyard		■	■			
	Private roof terrace		■	■			
	Balcony		■	■	■	■	■
	Communal garden / roof terrace		■	■	■	■	■
Parking	Driveway	■					
	Dedicated (on-plot) parking	■	■				
	On-street parking	■	■				
	Rear courtyard parking		■	■			
	Parking squares / courts		■	■			
	Rear parking with overhead development		■	■			
	Undercroft or podium parking				■	■	■
	Mobility hub				■	■	■

An example extract from the table of typologies, signposting between densities,

Stockport Design Code

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Example Code: Optimising Density

This is an example Code that sets out the process that applicants are expected to go through to define the number of homes, form and shape for their development proposals.

In addition to this code, detailed design codes on how to design good living environments, buildings and spaces will be provided.

Two such example codes are provided on the accompanying boards.

Identify location in relation to 'Areas of Change'

Minimum Net Residential Density (Dwelling per hectare / dph

Area of Change	Within location (as per Local Plan Policy Boundaries)	Within 400m (as the crow flies)	Within 800m (as the crow flies)
Stockport Town Centre	120	70	50
District Centre and Large Local Centres	70	50	35
Railway station surrounds	n/a	120	70
Areas with GMAL 6 and above	50	35	35

- Does one of the criteria in the table apply to your site? → Minimum density as identified in the table
- Do multiple criteria in the table apply to your site? → Highest minimum density applicable
- Do none of criteria in the table apply to your site? → Minimum density = 35dph (net)

Appraise against Stockport's Characterisation and Urban Density Study (SCUDS) reports

Identify recommended targets for: density (dph), height range, typologies

Identify unit mix in response to latest local Housing Needs Assessment

Non-residential floorspace

Strategic Brief for Development Density

Code 1.1
Step 1:
Developments must start the design process with the objective to achieve the below density targets as a minimum based on their site.
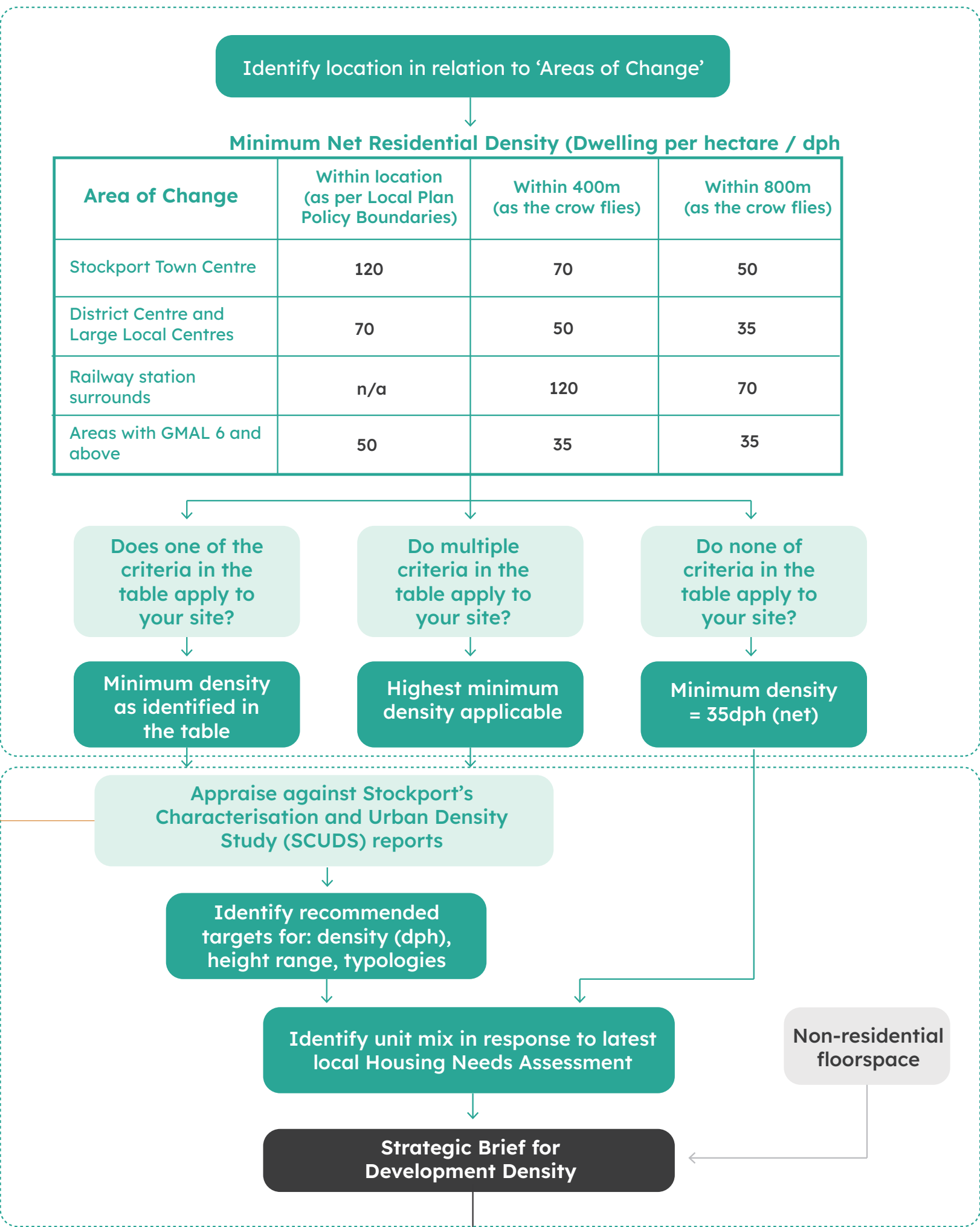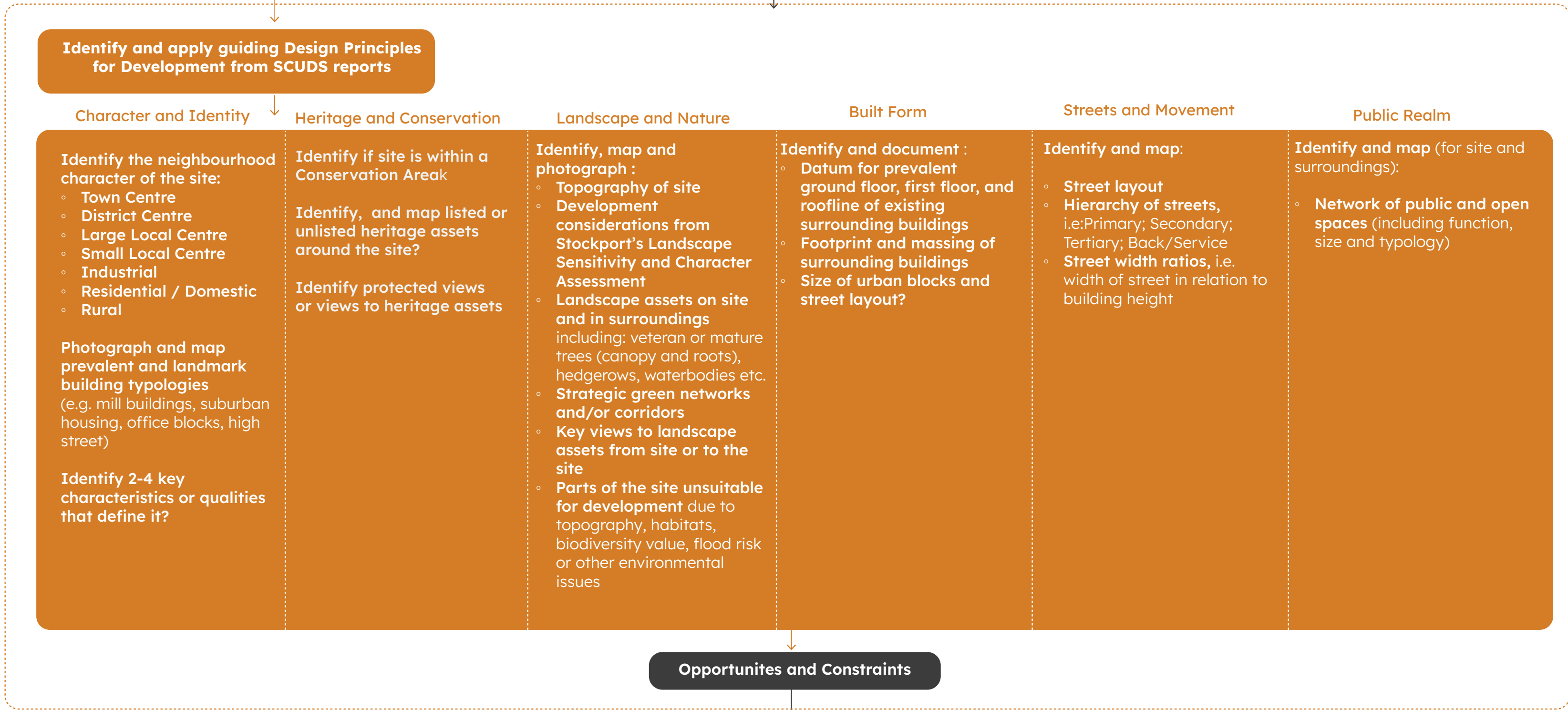
Code 1.2
Step 2:
Developments must identify density ranges, typology and height recommendations as set out in the Stockport Characterisation and Urban Density Study (where applicable).
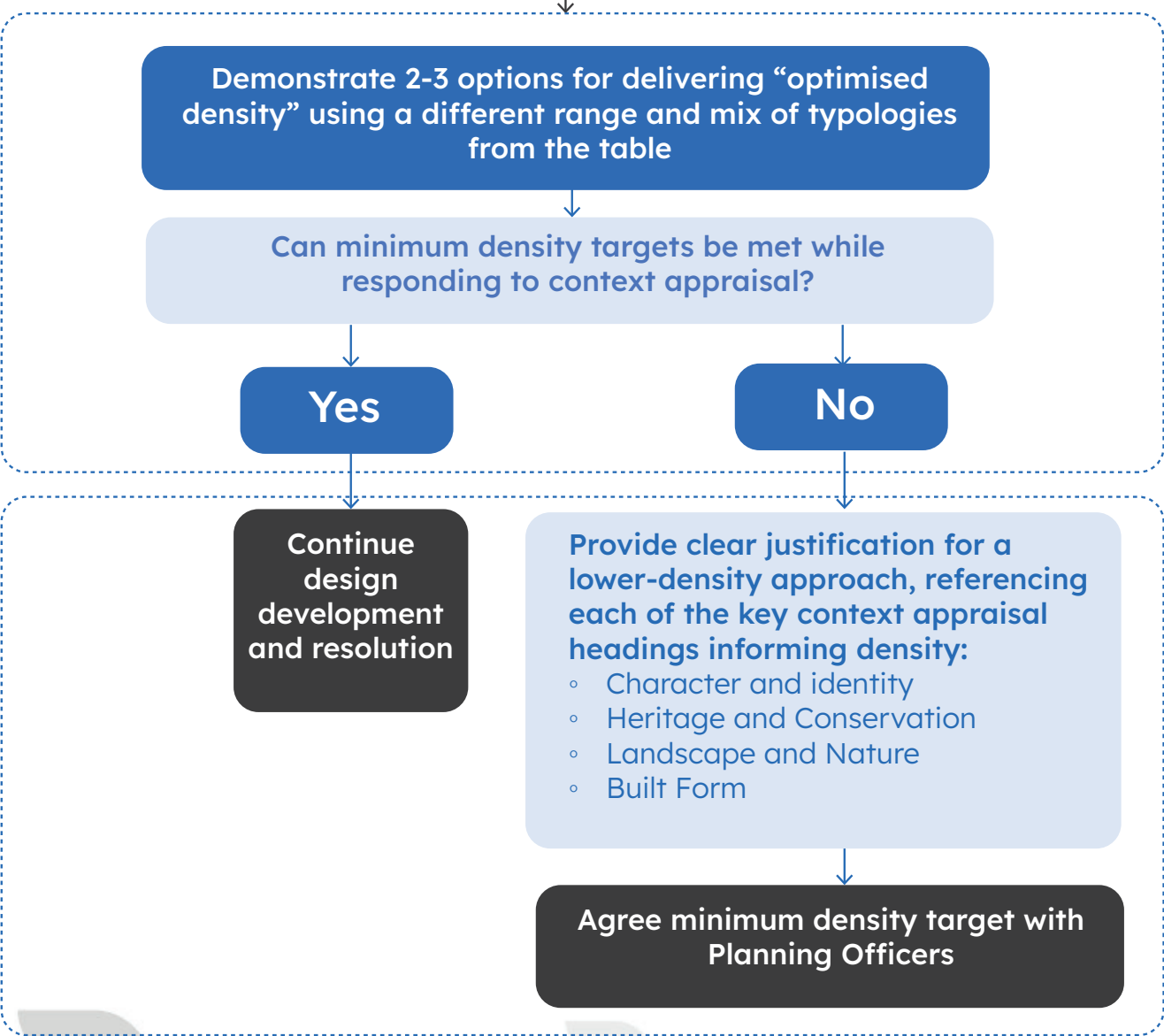
Code 1.3
Step 3:
Developments must carry out a detailed **Context and Character Appraisal** to identify opportunities and constraints for development in response to Character and Identity, Heritage and Conservation, Landscape and Nature, and Built Form
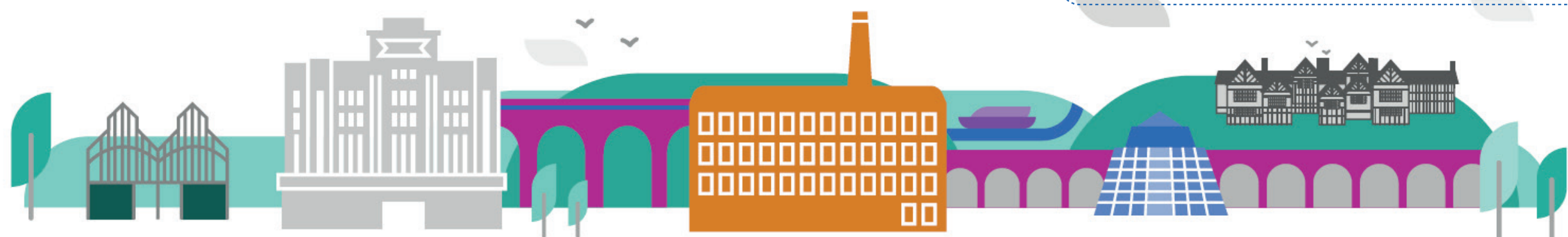
Identify and apply guiding Design Principles for Development from SCUDS reports

Character and Identity
Identify the neighbourhood character of the site:
- Town Centre
- District Centre
- Large Local Centre
- Small Local Centre
- Industrial
- Residential / Domestic
- Rural

Photograph and map prevalent and landmark building typologies (e.g. mill buildings, suburban housing, office blocks, high street)

Identify 2-4 key characteristics or qualities that define it?

Heritage and Conservation
Identify if site is within a Conservation Area?

Identify, and map listed or unlisted heritage assets around the site?

Identify protected views or views to heritage assets

Landscape and Nature
Identify, map and photograph :
- Topography of site
- Development considerations from Stockport's Landscape Sensitivity and Character Assessment
- Landscape assets on site and in surroundings including: veteran or mature trees (canopy and roots), hedgerows, waterbodies etc.
- Strategic green networks and/or corridors
- Key views to landscape assets from site or to the site
- Parts of the site unsuitable for development due to topography, habitats, biodiversity value, flood risk or other environmental issues

Built Form
Identify and document :
- Datum for prevalent ground floor, first floor, and roofline of existing surrounding buildings
- Footprint and massing of surrounding buildings
- Size of urban blocks and street layout?

Streets and Movement
Identify and map:
- Street layout
- Hierarchy of streets, i.e:Primary; Secondary; Tertiary; Back/Service
- Street width ratios, i.e. width of street in relation to building height

Public Realm
Identify and map (for site and surroundings):
- Network of public and open spaces (including function, size and typology)

Opportunites and Constraints

Demonstrate 2-3 options for delivering "optimised density" using a different range and mix of typologies from the table

Can minimum density targets be met while responding to context appraisal?

Yes → Continue design development and resolution

No → Provide clear justification for a lower-density approach, referencing each of the key context appraisal headings informing density:
- Character and identity
- Heritage and Conservation
- Landscape and Nature
- Built Form

Agree minimum density target with Planning Officers

Code 1.4
Step 4:
Developments must test and appraise 2-3 options for development. They must utilise a range of suitable housing typologies, as part of a mix, to achieve the minimum density requirements and meeting local housing need

Code 1.5
Step 5:
If applicants choose to propose a density range for the development lower than identified in Step 1 (and Step 2), they must justify the lower densities directly against the outcomes of the Character and Context Appraisal (Step 3) and demonstration through Options Testing (Step 4).

Visit the website for more information or to keep up to date

https://stockportdesigncode.co.uk

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Example Codes: Amenity

This an example of a detailed code that sets out the requirements for private and communal space to ensure that residents have access to good quality space.

1. High quality private and /or communal outdoor amenity space, reflecting the qualities and configurations of different housing typologies.

1.1 Private outdoor amenity must be provided as follows:

- Firstly, as **private space specific to the dwelling.**
- Secondly, only if i. is not achievable, as **communal space shared with other dwellings** in the same development; and
- **Every home must have access to a minimum of open space 20sqm for 2P (+ 5sqm per extra 1P)**, including a minimum of **private open space, such as balconies or roof terraces of 5m2 for 2P (+ 1m2 per extra 1P)**, with a minimum depth of 1.5m to permit outside sitting/dining to permit outside sitting/dining.
- Private amenity can be provided through a range of configurations, including **private gardens, balconies, courtyards, roof terraces** etc. The type of amenity should respond to the housing typologies.

1.2 Private amenity space must demonstrate:

- direct access from internal habitable space
- security and accessible only to the residents
- shape to enable flexibility of use and personalisation over time

1.3 Additionally, balconies, roof terraces and private courtyards must

- Provide a good outlook and/or view to the surroundings or to communal/public open space
- Be well related to internal accommodation.
- Be secure and relatively private.
- Relate well to the architecture of the building on which they are placed (see Built Form).

1.4 Communal amenity space must:

- Demonstrate a 'landscape-first' approach, where the primary design objective is to create a beautiful, practical and usable amenity space for residents
- Be convenient to use and equally accessible to all residents of the building or development.
- Be accessible only to residents of the building and clearly distinguished and/or separated from the public realm.
- Be enclosed by fences and / or hedges that do not undermine the quality of adjoining communal spaces, (see boundary treatment)apartments and streets and spaces.
- Be overlooked by the residential developments they cater to.
- Be landscape designed with interesting planting, hard surfacing and places for sitting, playing and socialising. Consider incorporating communal planting areas for food growing.
- Not unduly affect the privacy of residents' internal accommodation.
- Not be bisected by vehicular routes to parking areas.
- Benefit from direct sunshine for at least 2 hours of the day,
- Have a good microclimate by mitigating the impacts of: busy roads, wind, noise and pollution

Small gardens fronting communal gardens and pathway
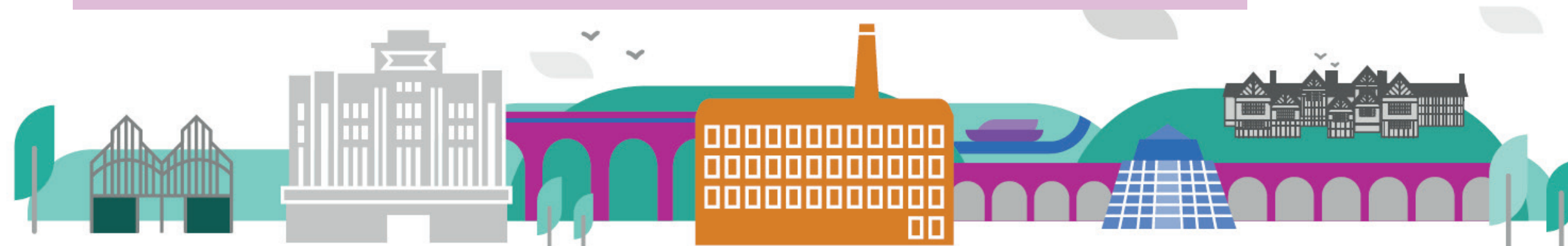The Mailings, Newcastle
Image Credit: tbc

Private courtyard, as seen from balcony above
Colony Mews, London
Image Credit: tbc

Community growing in shared gardens
Marmalade Lane, Norwich
Image Credit: tbc

Communal gardens incorporating well-designed landscaping, seating, formal and informal play
King's Crescent, London
Image Credit: tbc

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Example Codes: Parking

This an example of a detailed code that sets out the requirements for the design of parking spaces to ensure that residents have access to parking while also creating a good quality environment.

2. A "place-first" approach to designing car parking: prioritising the needs of people over vehicular movement and car parking

2.1 Developments must comply with the <u>maximum</u> parking ratios set out in Stockport Council's latest Parking Standards SPD. Developments are encouraged to reduce the amount of parking provided in areas that are well-connected by public transport (such as the Areas for Change)

2.2 A variety of parking solutions must be considered for developments, with preference for: <u>consolidated</u> and <u>unallocated</u> parking for residents as this provides greater flexibility

- This can include solutions such as parking courts, squares, dedicated on and off-plot parking, dedicated parking combined with overhead development, undercroft or podium parking, and mobility hubs.

2.3 Regardless of the approach taken to deliver parking, all developments must demonstrate that:

- Parking does not dominate the street, communal courtyards or open space
- Parking is located away from pedestrian desire lines and routes
- Surface-level parking is finished to the same material and finish as the public realm, incorporating permeable paving wherever possible. Tarmac-finished for parking areas will not be supported.
- Parking bays should be demarcated by materials in the public realm. They should not require painted
- No more than 3 parallel-parking spaces are provided in a row. They should be broken up by trees and planting as a buffer.
- No more than 5 perpendicular-parking spaces are provided in a row. They should be broken up by trees and planting as a buffer.

2.4 Developments must minimise the areas utilised for car parking only This can be delivered through:

- Utilising space above car parking areas for accommodation, amenity and other uses.
- Where possible use undercroft parking.
- Provide unallocated parking, as it allows a greater level of flexibility.
- Provide parking in clustered or communal parking areas, squares or parking barns, as these are more efficient in terms of land take and provide a greater level of flexibility.
- Parking integrated into building lines or provided as standalone, demountable structures. This allows the opportunity for future re-purposing where demand decreases.
- Integrated parking into the public realm and streetscape using the landscape to clearly demarcate different zones of use (e.g. footway, parking and carriageway) and to break up lines of parked cars.

Parking integrated into the building, with balconies and accommodation provided above
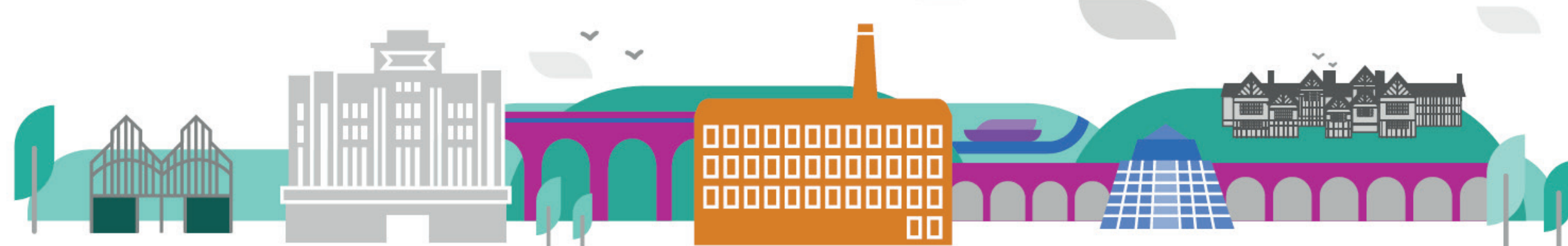Great Kneighton, Cambridge

Dedicated parking to the rear of plot (with balconies above), sharing access with a parking court with landscaping and a good surface finish
King's Crescent, London

Permeable and green paving under parking bays
University of Applied Sciences Ruhr-West, Bottrop
Image Credit: tbc

Mobility hubs: Multi-storey car parks with public amenity integrated
Orstad and Nordhavn, Copenhagen
Image Credit: tbc