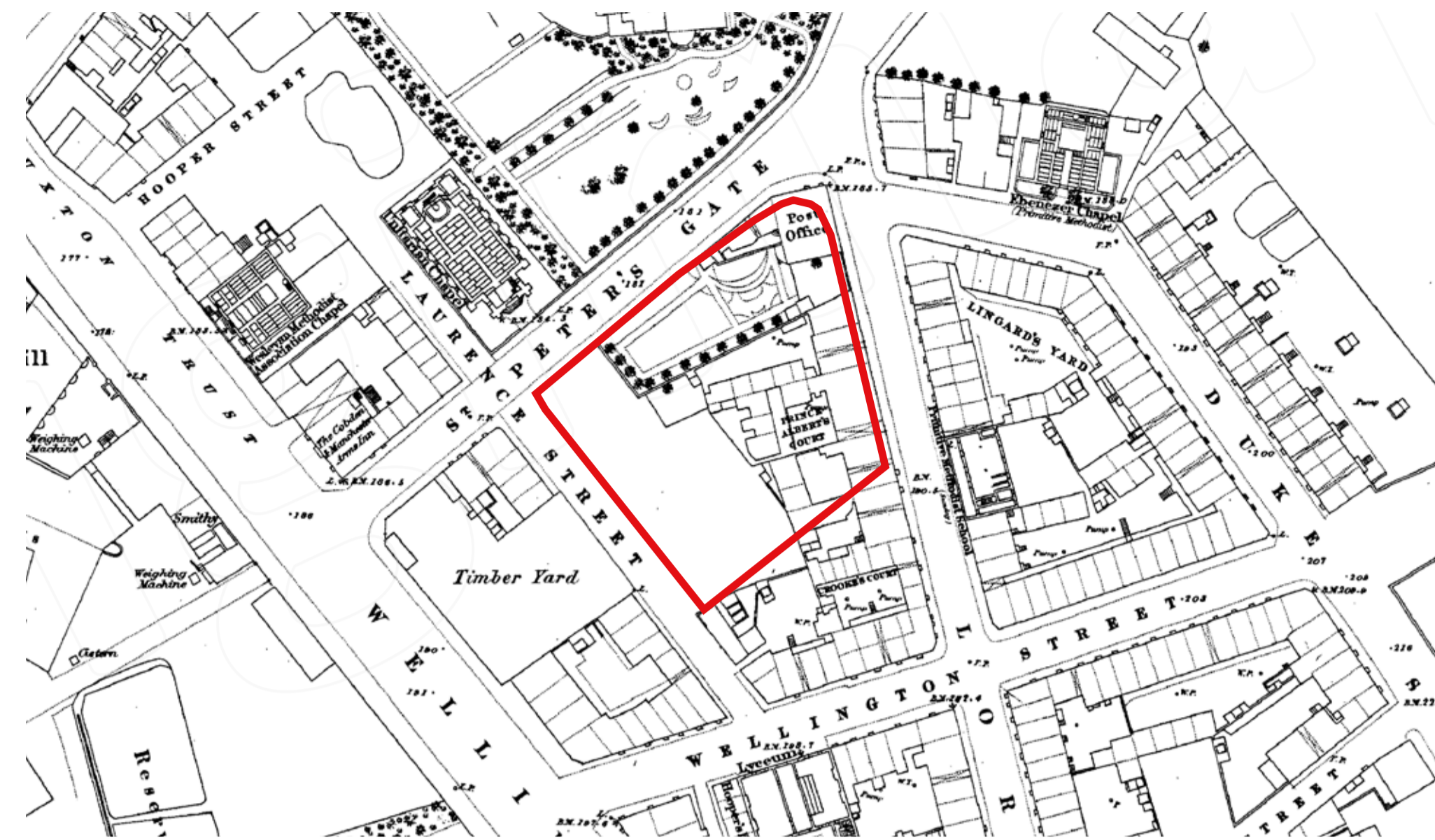


# THE SITE

During the 1850's the site appears to be situated within a relatively low density area surrounded by a number of churches and their gardens/yards. At this point the post office has defined the corner of site between St. Petersgate and Lord Street and a row of terraced houses lines Lord Street. To the north and south of the site many terraces are visible within the surrounding area which were used typically for retail purposes on the ground floor with residences on the upper floors. To the west there are multiple mills, dye works and other businesses that provided employment to those who lived in and around Stockport.

In the 1870's the area had increased in density slightly but largely remained the same; the majority of the site was still occupied by a park or green space. It wasn't until 1910 when the post office on the site began to expand, forming the frontage along St. Petersgate to the west. It is at this point that tramlines appear on the maps as Stockport Corporation Tramways operated in the town between 1901 and 1951 which superseded a horse drawn tramway that ran from Levenshulme to Stockport.

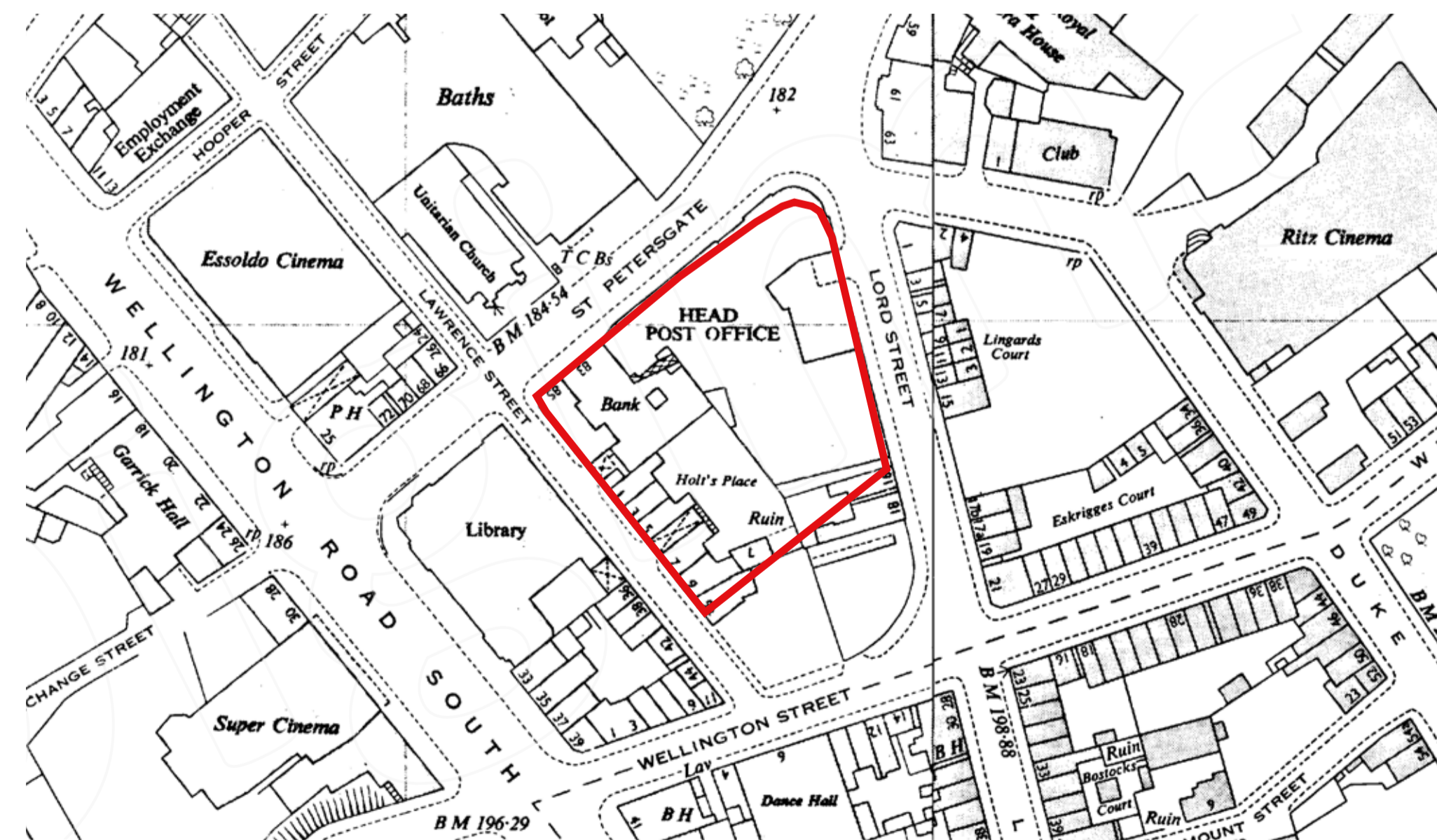
By the 1930's it is evident that the decline of industry had taken affect on the town as mills and other works had been replaced by a picture theatre, public library and telephone exchange. By the 1950's the town had decreased in density considerably with large plots of land once occupied by terraced housing and retail units, replaced with public facilities including banks, theatres, car parks, pubs and offices.



1840 MAP



1910 MAP



1950 MAP

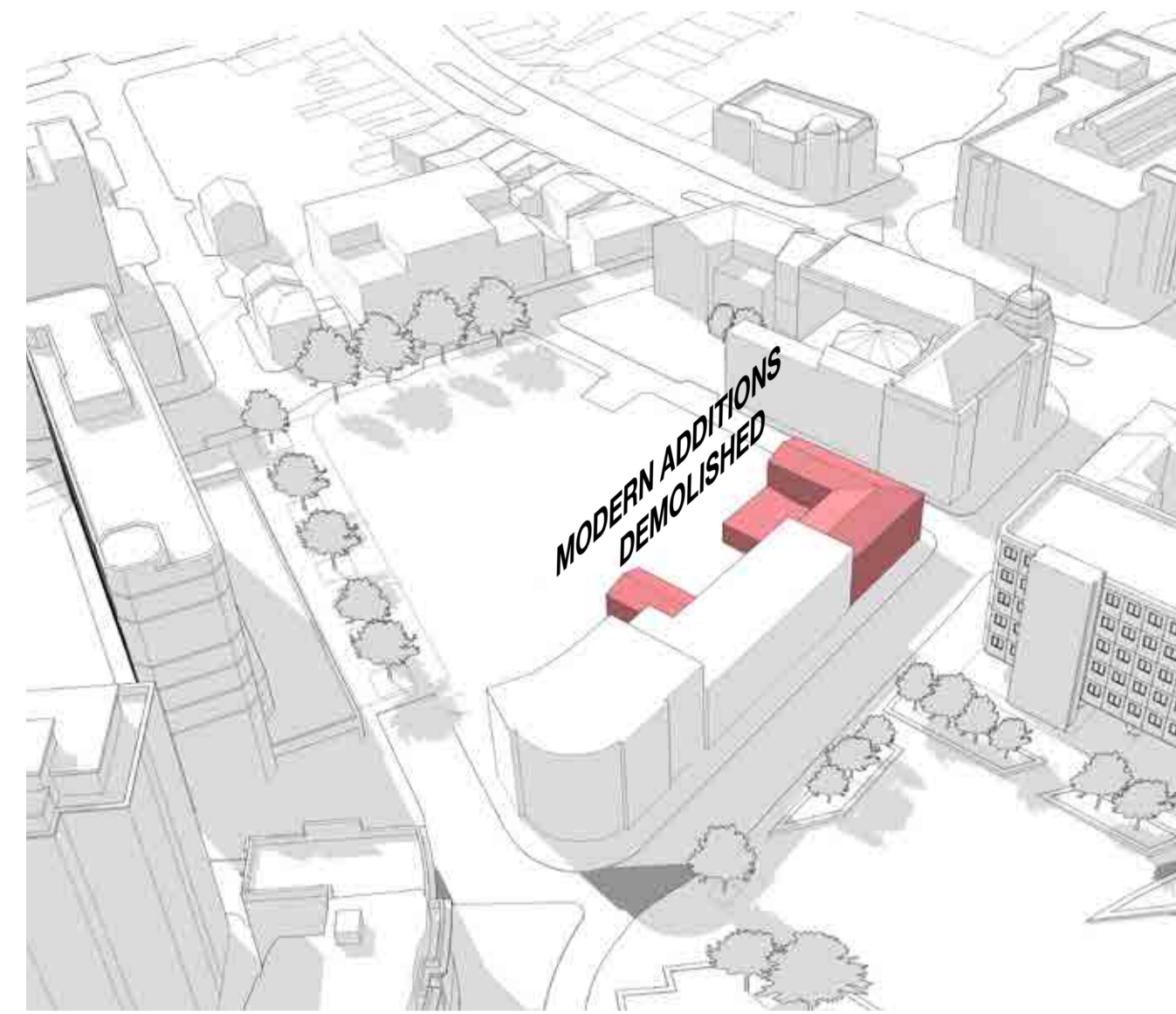


EXISTING BUILDING FROM ST PETERSGATE

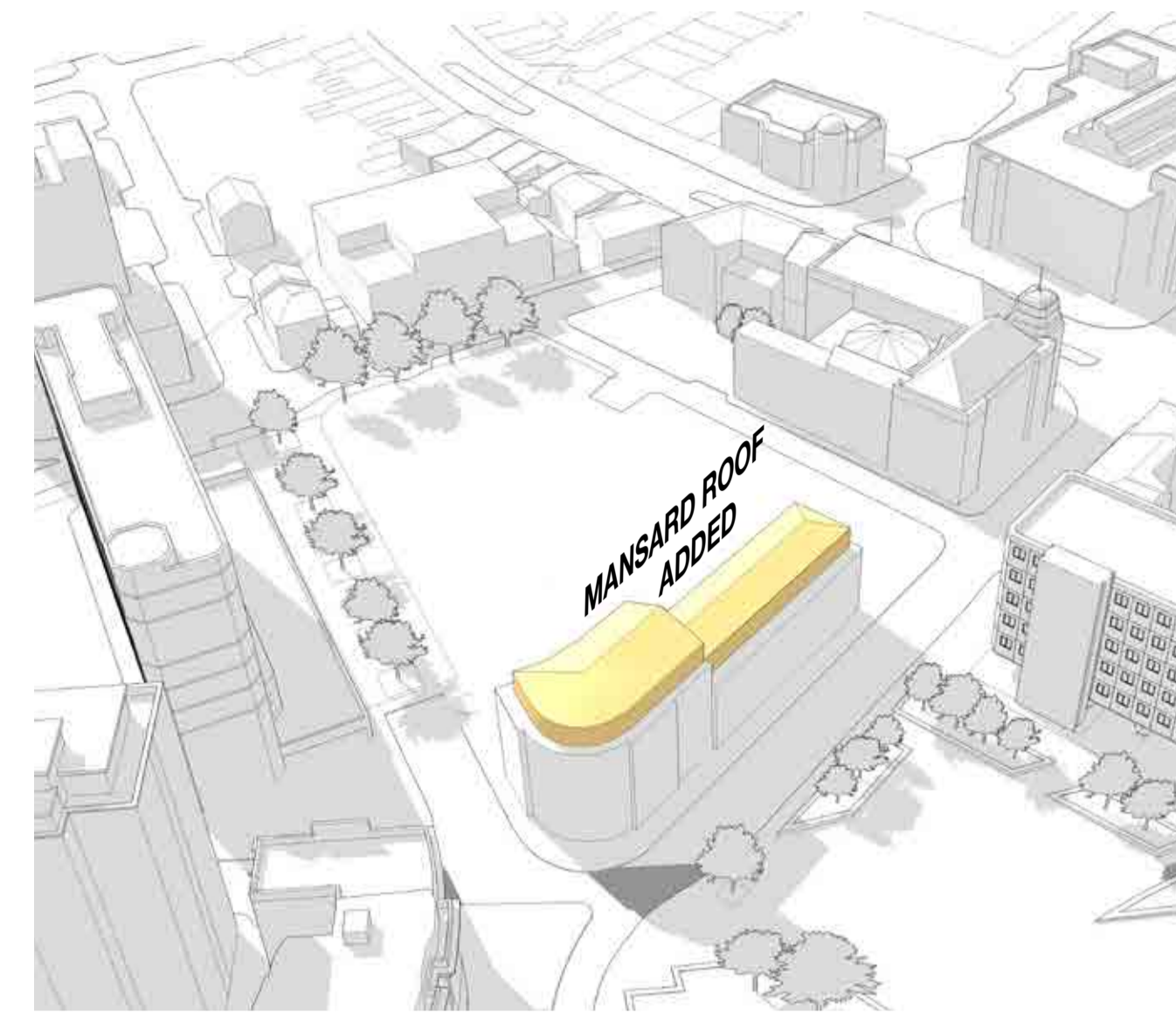


VIEW OF MODERN EXTENSION TO EXISTING BUILDING FROM LORD STREET

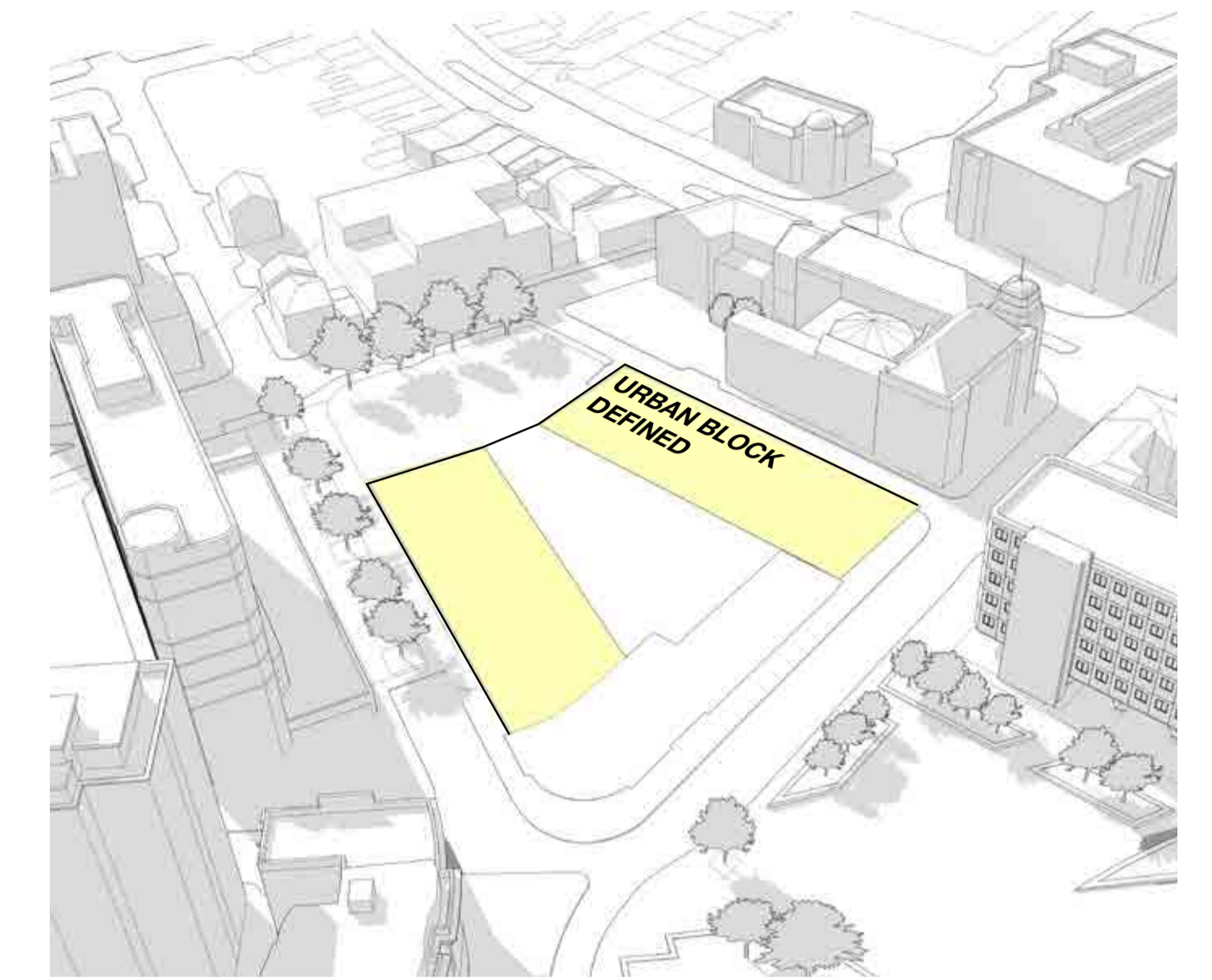
# DESIGN STRATEGY



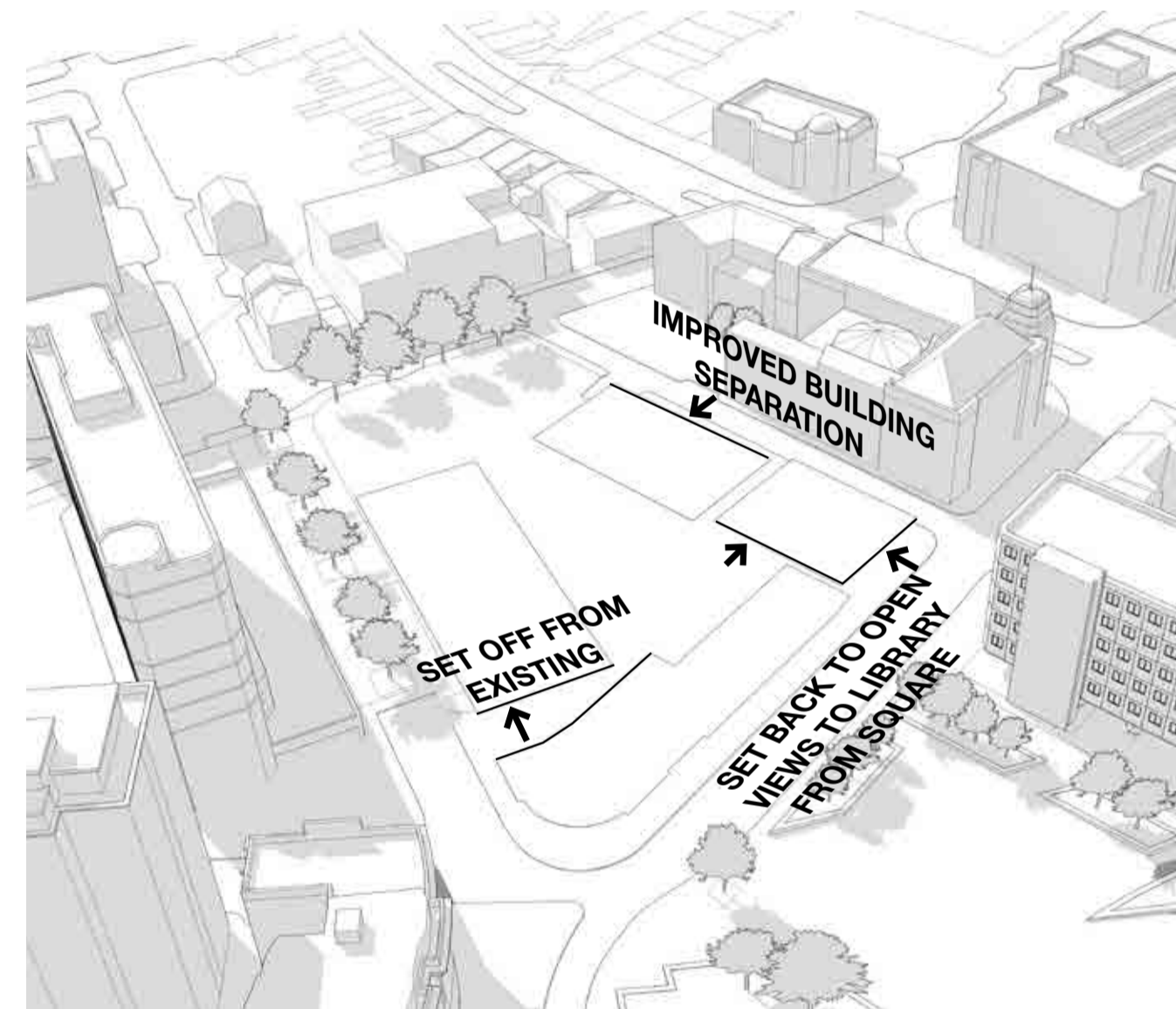
THE EXISTING, LOCALLY LISTED BUILDING ON SITE IS RETAINED WITH THE LATER, POOR QUALITY ADDITIONS DEMOLISHED.



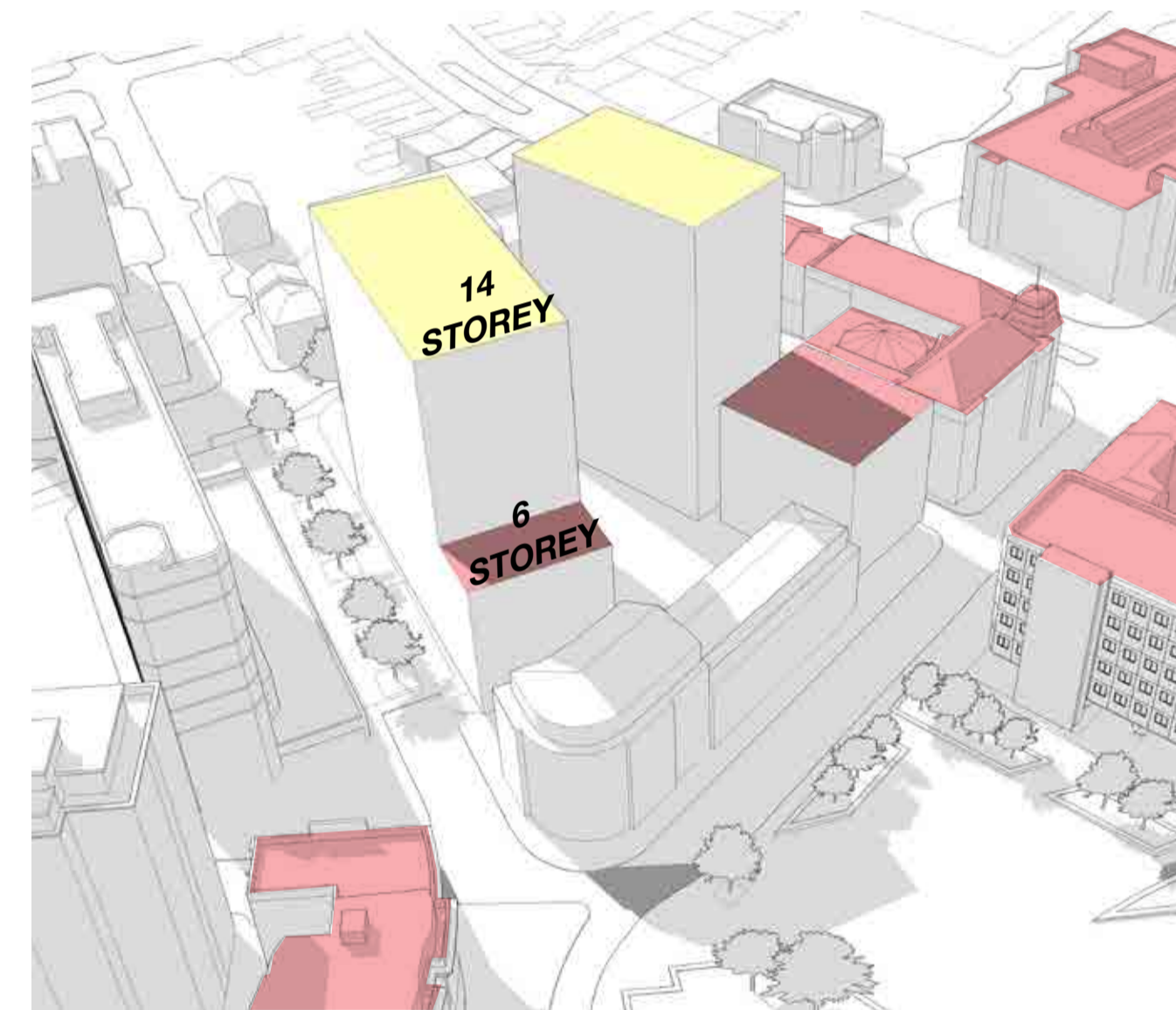
A NEW MANSARD ROOF IS ADDED TO THE EXISING BUILDING TO PROVIDE A MORE UNIFIED ROOFSCAPE.



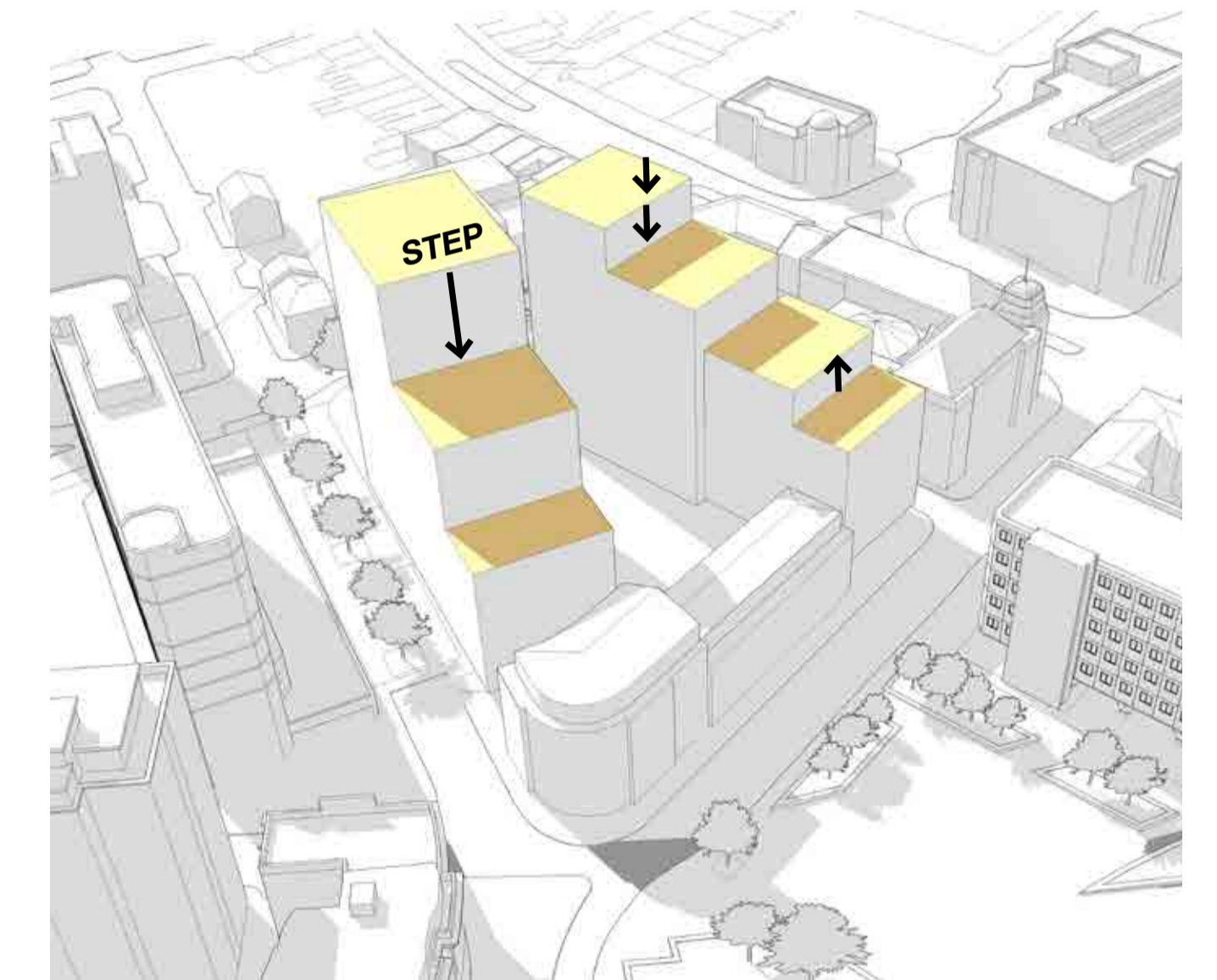
THE FOOTPRINTS OF THE NEW BUILDINGS ARE POSITIONED ALONG THE SITE PERIMETER IN ORDER TO DEFINE THE URBAN BLOCK.



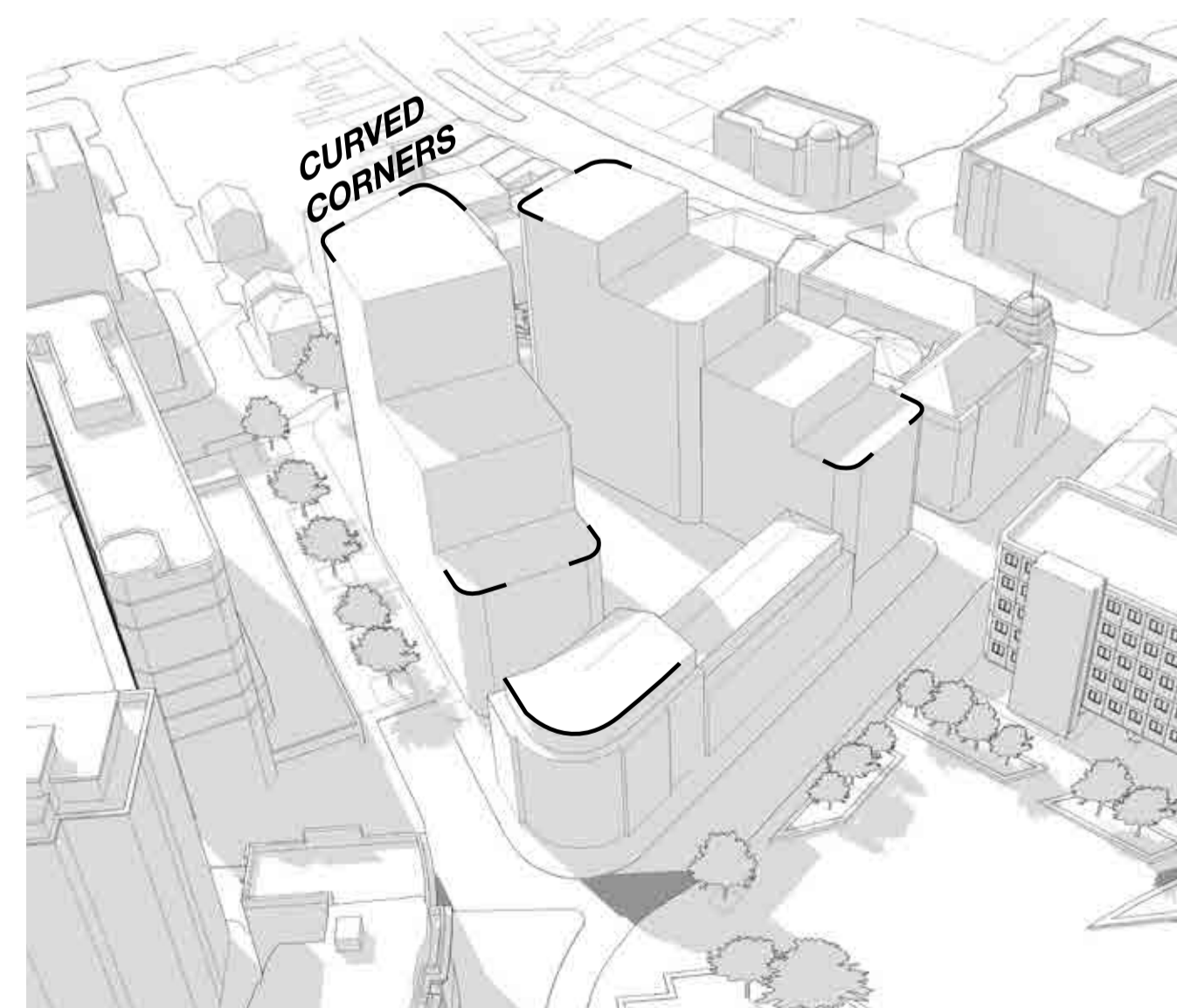
THE BUILDING FOOTPRINTS ARE ADJUSTED TO RESPOND TO THE ADJACENT CONTEXT.



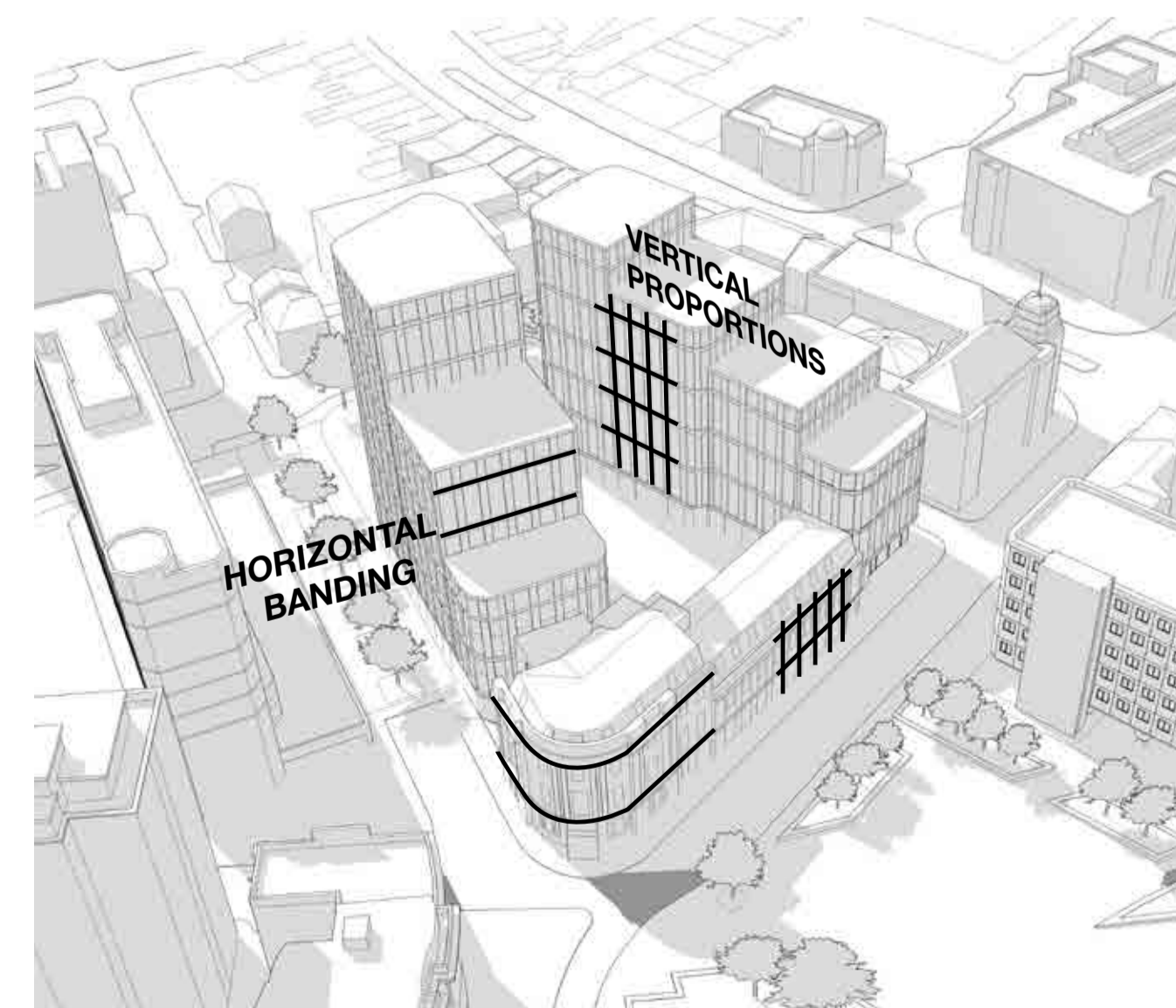
BUILDING HEIGHTS RESPOND TO LOCAL CONTEXT.



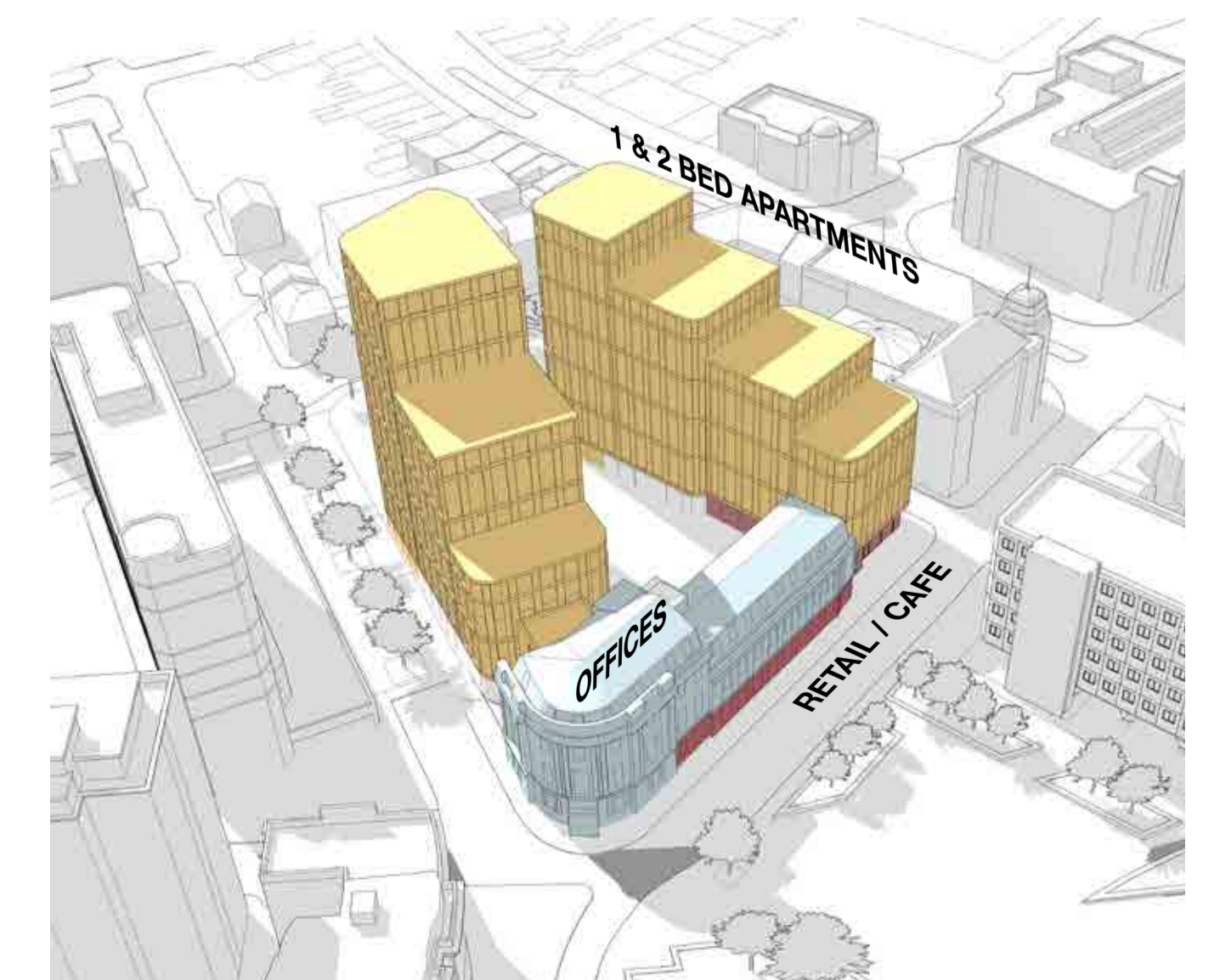
BUILDING HEIGHTS ARE STEPPED TO TRANSITION FROM LOWER TO UPPER LEVELS AND TO REDUCE THE OVERALL MASSING OF THE DEVELOPMENT.



THE CORNERS OF THE NEW BUILDINGS ARE CURVED TO RESPOND TO THE EXISTING BUILDING AND TO UNIFY THE URBAN BLOCK.



DOUBLE HEIGHT BANDING AND TALL, VERTICALLY ORIENTATED WINDOWS CREATE A VERTICAL EMPHASIS TO THE NEW ELEVATIONS IN REFERENCE TO THE EXISTING BUILDING ELEVATIONS.

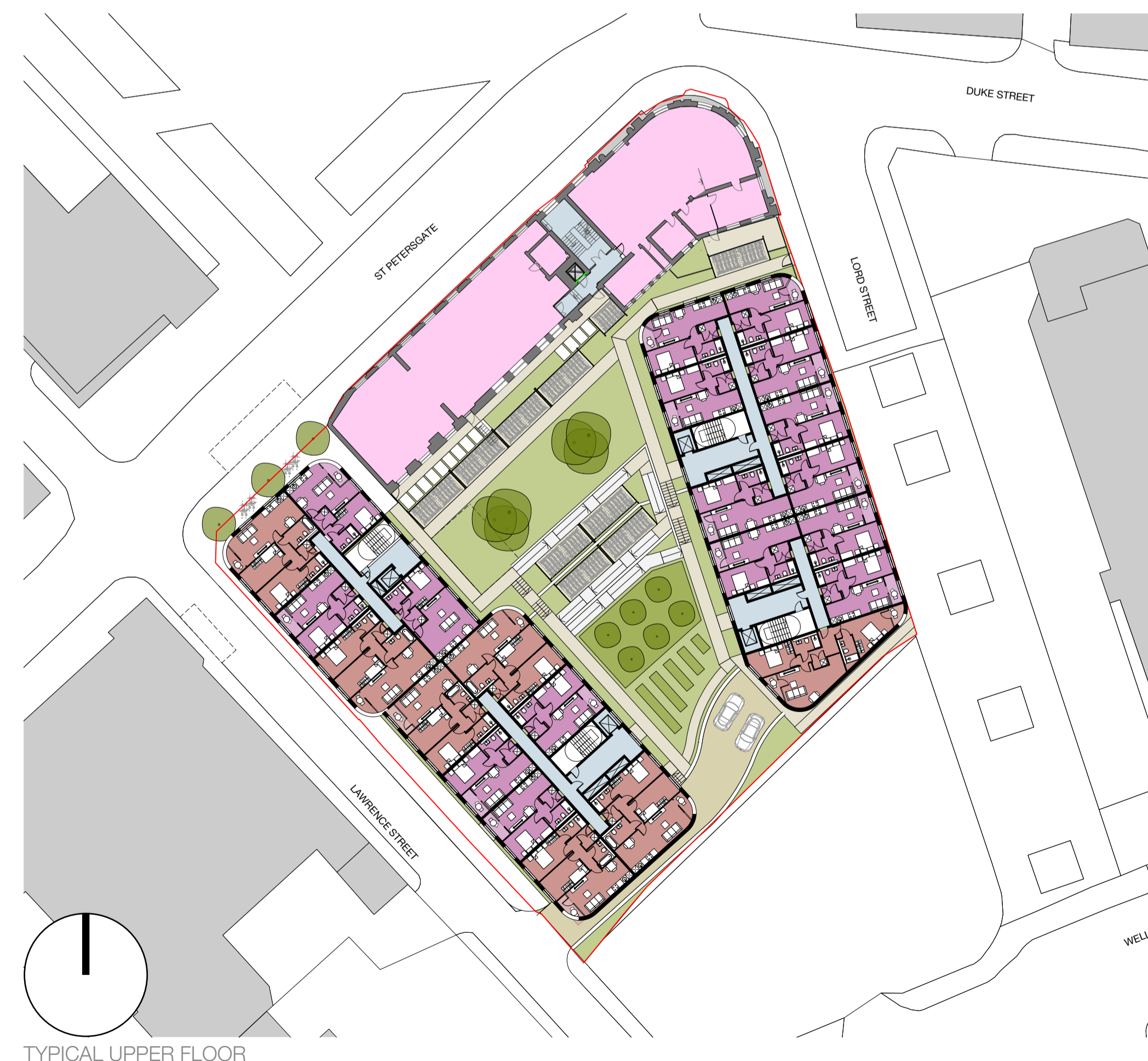
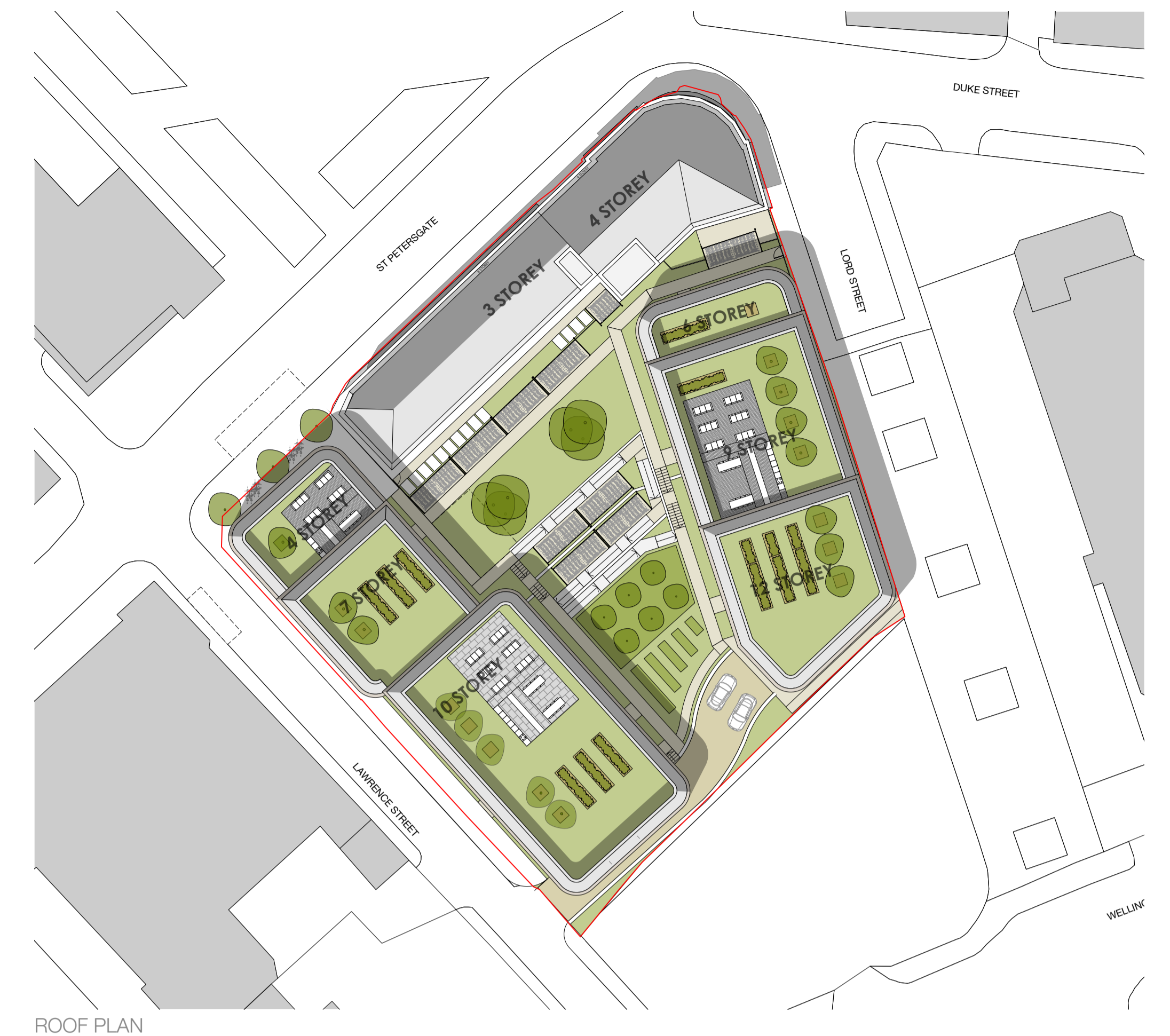
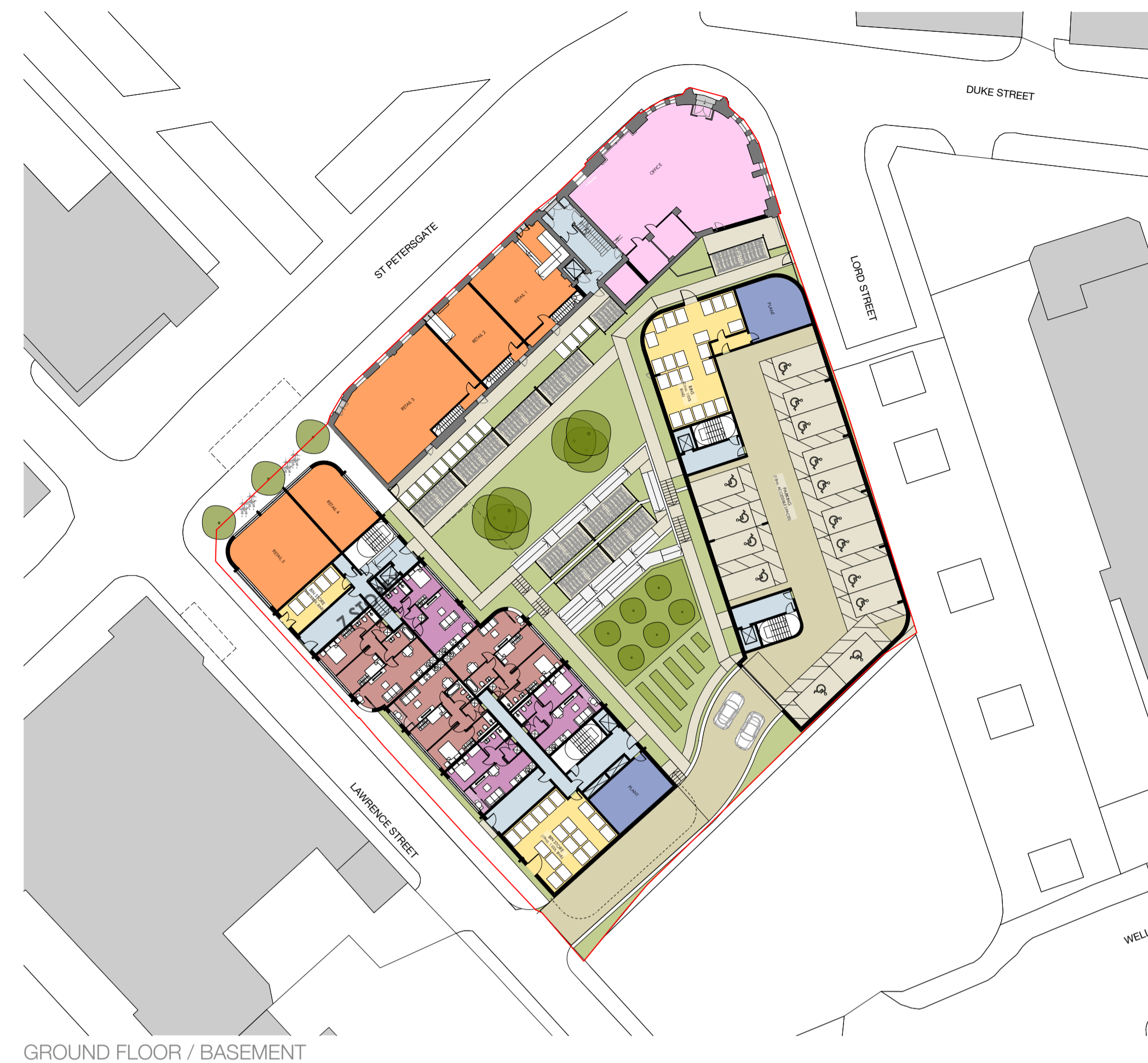


A MIX OF 1 AND 2 BEDROOM APARTMENTS ARE PROPOSED, ALONG WITH OFFICES AND GROUND FLOOR RETAIL / CAFE SPACE.

# PROPOSED SITE PLAN

Our emerging proposals for 65-81 St Petersgate include:

- Refurbishment and extension of the existing office building providing additional retail and office space.
- Affordable housing will be provided on site in line with policy, after taking into account brownfield redevelopment.
- 15 accessible parking bays will be provided for the development.
- 100% cycle parking will be provided for every dwelling.
- The scale and height of the proposed buildings has been carefully considered stepping up from the lower rise buildings on St Petersgate to the high rise on Lord Street and to the south of the site.
- The placement of new windows has also been given careful consideration to minimise overlooking.
- The apartments share residents gardens located in the courtyard as well as roof gardens to the new build blocks. A kitchen garden provides space to grow herbs and vegetables. New trees will be planted within the development to further improve biodiversity as part of the landscaping scheme.
- The existing vehicular access points will be retained from Lawrence Street as well as pedestrian entrances from all adjacent streets.
- All apartments are visitable dwellings with level access to all areas.



# PROPOSALS

The proposal includes the refurbishment and extension of the existing office building providing additional retail and office space. Two new build blocks will provide 207 dwellings, with a mix of 1 and 2 bed apartments. There are 147 no. 1 bed apartments, 60 no. 2 bed apartments.

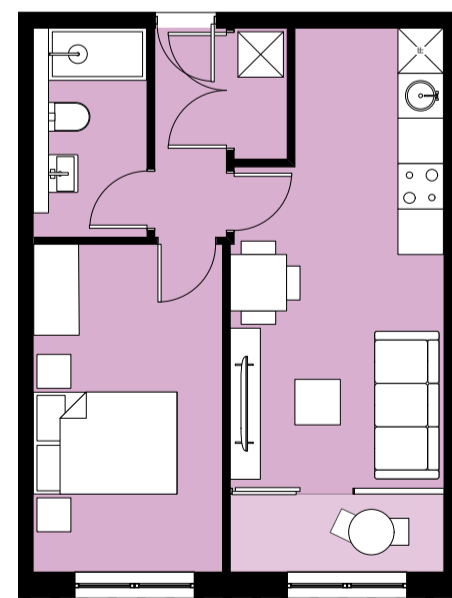
<b>PROPOSED</b>	
147 no. 1 Bed Apartments (420sqft ave.)	5,837sqm
60 no. 2 Bed Apartments (660sqft ave.)	3,820sqm
Retail	526sqm
Office	1,324sqm
Circulation	2,342sqm
Bikes	228 bike spaces
Accessible parking	15 bays
<b>NIA</b>	<b>111,506sqm</b>
<b>GIA</b>	<b>14,601sqm</b>



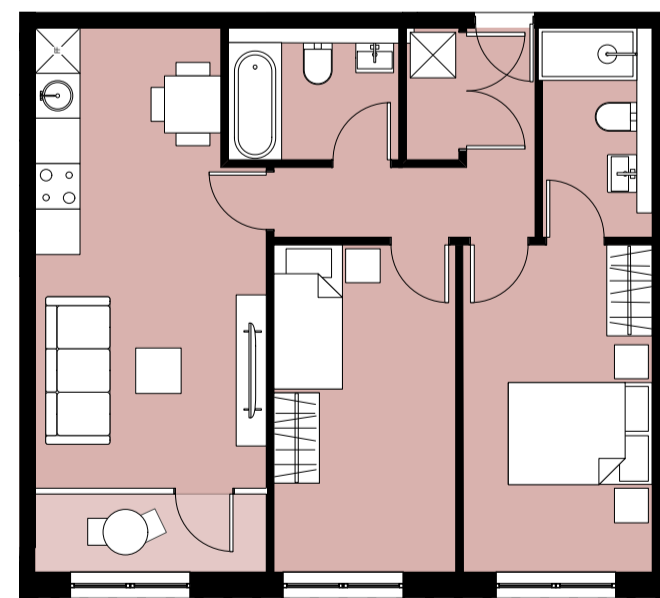
BLOCK 1 FRONT ELEVATION FACING ST PETERSGATE



BLOCK 2 FRONT ELEVATION FACING LORD STREET



TYPICAL 1 BED APARTMENT



TYPICAL 2 BED APARTMENT



BLOCK 3 FRONT ELEVATION FACING LAWRENCE STREET

# PROPOSALS



STREET VIEW FROM ST PETERSGATE



STREET VIEW FROM ST PETERSGATE



ROOF TERRACE BALLUSTRADE



STREET VIEW FROM LORD STREET



AERIAL VIEW

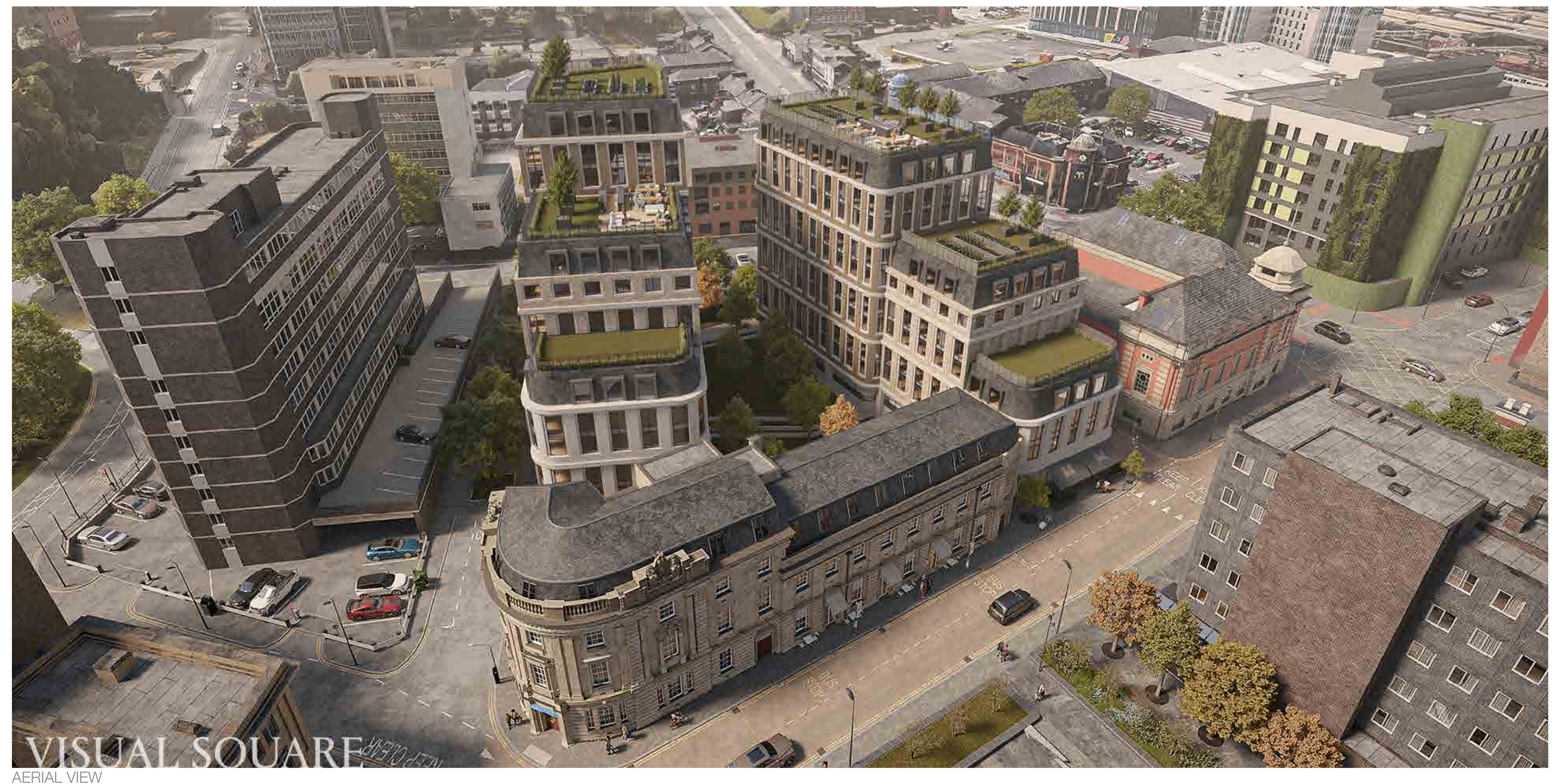


STREET VIEW FROM LORD STREET



STREET VIEW FROM LAWRENCE STREET

# VISUALISATION



# ENVIRONMENTAL MEASURES

We propose to implement environmental measures which are focused on minimising carbon emissions and improving the ecological value of the site.



## SUPER INSULATED HOMES

The new homes will benefit from very high levels of insulation to the walls, windows, floors and roofs. This will have a big carbon benefit compared to existing homes and will significantly reduce heating bills.



## PREVENTING OVERHEATING

Dwellings will be designed to mitigate overheating through limiting unwanted heat gains and enabling thorough ventilation. These measures will help futureproof the dwellings against rising temperatures.

## INCREASING BIODIVERSITY

Green spaces to the courtyard and roof gardens will be planted with a range of indigenous flowers and shrubs that support insects and bees.



## TRAVEL CHOICES

The site is located in the town centre. Cycling and walking for lots of journeys should be an easy choice for the future residents. Secure bike stores for the apartment block will be included, as part of the development, so each resident has space to store a bike.

Electric vehicle charging infrastructure will be provided in the car parking area, so any resident who owns a car can swap over to an electric vehicle when they want to.

