816 STOCKPORT ROAD, LEVENSHULME

DESIGN AND ACCESS STATEMENT

MAY 2024

OLLIER SMURTHWAITE ARCHITECTS

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01
UNDERSTANDING THE CONTEXT

REGIONAL IDENTITY

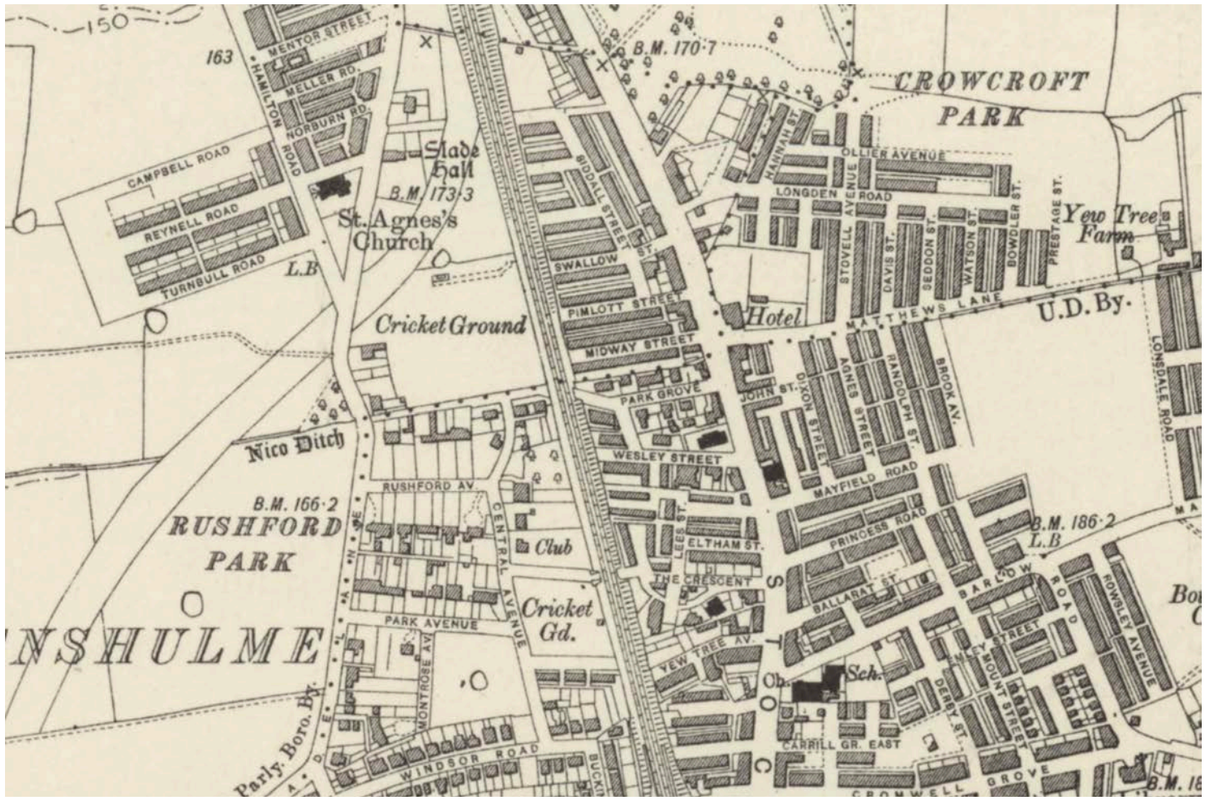
Levenshulme is predominantly residential with numerous fast food shops, public houses and antique stores. It has a multi-cultural and multi-ethnic population of 15,430 [2011 Census].

Historically in Lancashire, Levenshulme is a former township and became a part of Manchester in 1909. Like its neighbour Longsight, it was a historically wealthy and middle-class district of Manchester. However, in the 20th Century much of the area and its surroundings suffered from inner city decline. The area is now displaying sigs of gentrification and has been described as one of Manchester's most "up and coming" neighbourhoods.

The railway came in 1839, the London to Manchester line seeing the opening of the first Levenshulme station. Churches were erected, a cricket club was formed and shops began to appear all along Stockport Road which would soon see rail tracks laid for horses to pull coaches.

The typical housing of Levenshulme consists of terraced houses, the majority of which were built between 1880-1890. The style of houses are what are known colloquially as "two up-two downs". With a bedroom above each lower room, the house is bisected be a steep, narrow staircase. A kitchen was to the rear. Right up to the 1980's, it wasnt uncommon for the original outside toilet (to the rear of the kitchen) to still be present and some houses still had no bathroom or central heating.

The layout of the streets which contain these tarraces are typical of the area and consist of grid layouts intersected with wide back entries which run the length of the terrace blocks at the rear and at each end of the block.



1900's HISTORIC PLAN


AERIAL VIEW OF THE SITE ON STOCKPORT ROAD

01
UNDERSTANDING THE CONTEXT

LOCAL HISTORY

The site is situated at 816 Stockport Road, just south of Manchester city centre. Manchester and it's surrounding areas were most concerned with textile production during the industrial revolution. When the Bridgewater Canal was opened in 1761, it allowed coal to to be transported from mines in Worsley into the city centre providing the energy required for the mass development that was to follow. At the turn of the 19th Century, Manchester began to expand at an astonishing rate attracting people from across the country leading to unplanned development and urbanisation. Manufacturing in the city originally focused on cotton production but eventually diversified into general manufacture.

A rapidly growing population required transport and infrastructure development leading to the extension of the canal system, the creation of the Manchester Liverpool Railway in 1830 and Manchester Ship Canal in 1894. As Manchester was surpassed as the largest centre of cotton processing by Bolton in the 1850's and Oldham in the 1860's, Manchester grew as the financial centre of the region. Manchester as a region suffered significantly during the Great Depression, the Second World War and during the post-war period. Throughout the mid to late 19th Century, cotton processing and trading declined leading the exchange to close in 1968, the port of Manchester was unable to accommodate larger ships and also closed in 1982.

Regeneration began in Manchester during the late 1980's following initiatives such as Metrolink, Bridgewater Concert Hall, the Manchester Area and the rebranding of the port as Salford Quays. Regeneration became more intense after the turn of the 21st Century due to popular commercial developments such as the Printworks, the Corn Exchange and the Arndale Centre.

Large areas of the region built in the 1960's have been demolished and redeveloped in favour of glass and steel structures, many of the cities mills have been converted into apartments. Levenshulme has been impacted less by this later regeneration as it still maintains much of its terraced housing and remains a heavily residential and commercial area.



SIDDAL STREET TERRACED HOUSING



STOCKPORT ROAD AND CONGREGATIONAL CHURCH, LEVENSHULME

01
UNDERSTANDING THE CONTEXT

HISTORICAL DEVELOPMENT PATTERN

The earliest map shows minimal urban development in the years during and up to the 1840's. The site, however, is occupied by 'Midway Houses' forming a part of the garden backing the built structures. Stockport Road and the railway line are the only main infrastructures of the area.

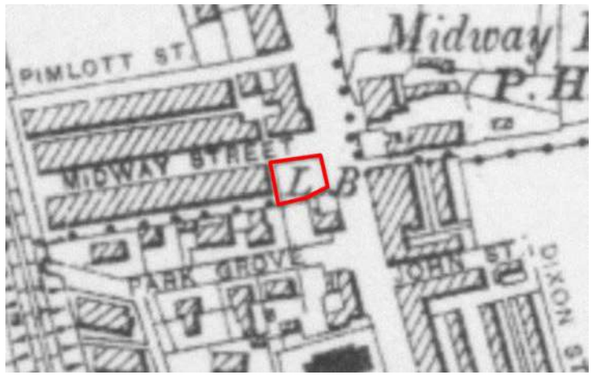
Towards the end of the 19th Century, the area saw its first significant urban development. Stockport road was lined with many more buildings. Additional roads were built including Midway Street (which cut through the 'Midway Houses'), Park Grove, Matthews Lane and John Street.

The site was empty during the 1890's, but saw development during the 1900's, featuring a short row of terraced housing.

The built structure adapted and changed throughout the years up to the 1950's when all built elements were demolished for the site to become a coal yard. From the 1910's the whole surrounding area became quite densely packed with terraced housing primarily. This rapid development during the 19th Century also saw the development of a second railway link through Levenshulme that connected Manchester to Crewe and London. The existing railway gave access to Stockport.



1840's



1890's



1900's



1910's



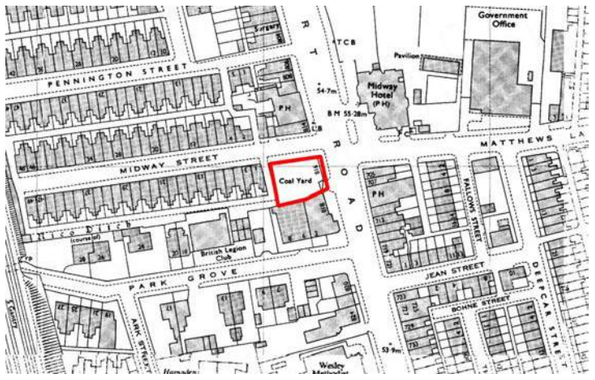
1920's



1930's



1950's



1970's

01
UNDERSTANDING THE CONTEXT

LINKAGES TO SURROUNDINGS AND MOVEMENT PATTERNS

The site is located on the corner of Stockport Road and Midway Street. Midway Street once cut right across to the west, but is now a dead-end, only stretching 23 meters. Stockport Road is the primary traffic route connecting the city of Manchester to Stockport Town Centre. The road is a significant bus route between the two and so the site is well connected. The nearest bus stop to the site (heading towards Stockport) lies just north (1 min walk).

A railwat line runs parallel to Stockport Road, to the west of the site and connects Manchester city centre to Stockport by rail.



DIAGRAMATIC MAP

01
UNDERSTANDING THE CONTEXT

LOCAL CHARACTER

The residential buildings in the area generally consist of 2 storey red brick, terraced rows and semi-detached houses with direct access from the pavement via small front gardens. The residential blocks are interspersed with industrial and commercial units.

Stockport Road is lined with retail units on both sides, with commercial units on the ground floor and residential flats above.

There are multiple buildings of historical interest along Stockport Road including Levenshulme Methodist Church and St Peter Church of England constructed using sandstone or buff stone with elaborate masonry detailing



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821 STOCKPORT ROAD



812 STOCKPORT ROAD



CHURCH



840 STOCKPORT ROAD



848 STOCKPORT ROAD



SEMI-DETACHED HOUSING



RETAIL UNITS ALONG STOCKPORT ROAD



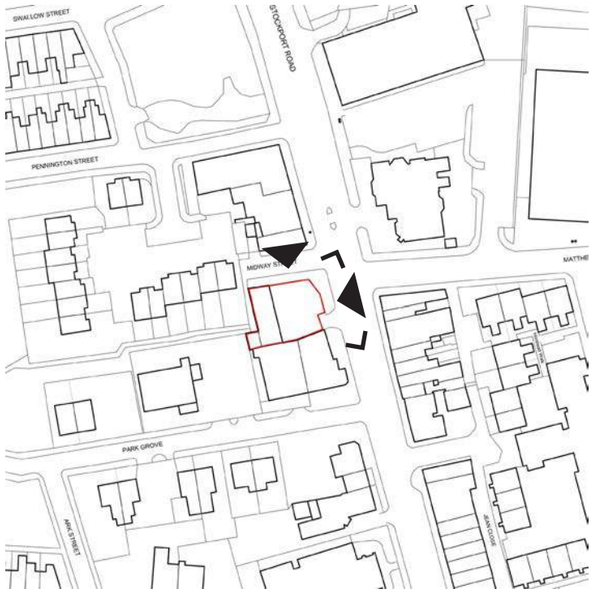
TERRACED HOUSING

01
UNDERSTANDING THE CONTEXT

SITE VIEWS

The images show views of the site, from above and at ground level; as well as views from the site looking out, down and up Stockport Road.

The site currently is being used as a carpet shop. It features two lightweight shed structures to the west side of the site. The site previously had a timber boundary containing large scale advertisement signs. These have recently been removed.





AERIAL SITE (FROM SOUTH WEST)



AERIAL VIEW (FROM NORTH EAST)



VIEW FROM SITE LOOKING SOUTH DOWN STOCKPORT ROAD



VIEW FROM SITE LOOKING NORTH UP STOCKPORT ROAD



VIEW OF SITE FROM STOCKPORT ROAD



VIEW OF SITE FROM MIDWAY STREET

01
UNDERSTANDING THE CONTEXT

LAYOUT & FORM OF BUILDINGS

The scale of buildings in the surrounding area only range between 1 and 3 storeys. These are primarily made up from 2 storey and 3 storey terraced houses, as well as semi-detached housing. A lot of the terraced buildings lining Stockport Road are two storeys, with commercial units on the ground floor and residential flats above.



DIAGRAMATIC MAP

01
UNDERSTANDING THE CONTEXT

LAND USES

The majority of land surrounding the site is occupied by dwellings, either in terraced rows or as semi-detached houses. Retail and hospitality venues line Stockport Road on both sides.

Religious, industrial and commercial facitlities are dispersed throughout the buildings lining Stockport Road.

There is more variety of land use in the buildings lining Stockport Road immediately. As you get further from the road, the majority of buildings are occupied by housing.



DIAGRAMATIC MAP

01
UNDERSTANDING THE CONTEXT

NATURAL FEATURES

The context features very little green space and is not near any natural water sources. Flooding is therefore not a risk, although it would be beneficial to the scheme to incorporate some green space.



DIAGRAMATIC MAP

01
UNDERSTANDING THE CONTEXT

PLANNING CONSIDERATIONS

The site sits on the edge of the Levenshulme District Centre which continues much futher south down Stcokport Road.

Parts of the surrounding area that was once populated with terraced housing has been developed into new residential housing schemes.

Rushford Park conservation area lies west of the site. Due to lying close to this, it will be necessary to consider the design restrictions of it.



DIAGRAMATIC MAP

01
UNDERSTANDING THE CONTEXT

EXISTING SITE PLAN

Existing site plan originally drawn at 1:200 on A3.

Location : 816 Stockport Road, Levenshulme.



SITE BOUNDARY

01
UNDERSTANDING THE CONTEXT

EXISTING STREET ELEVATION

Existing street elevation originally drawn at 1:200 on A3.

East Elevation [Stockport Road]

Location : 816 Stockport Road, Levenshulme.





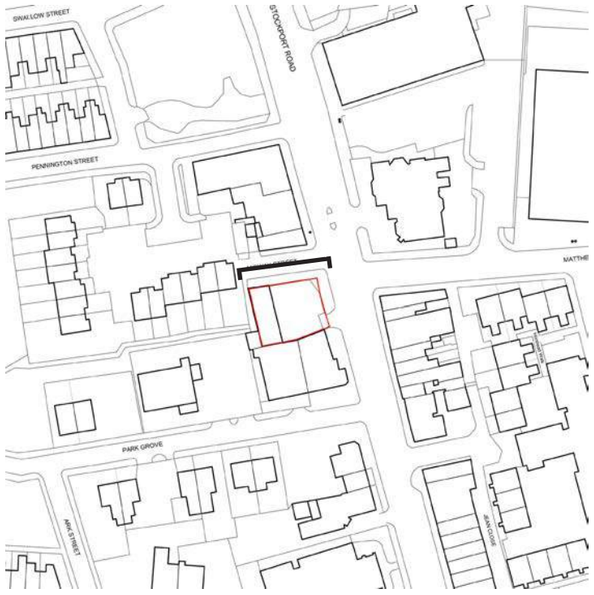
01 UNDERSTANDING THE CONTEXT

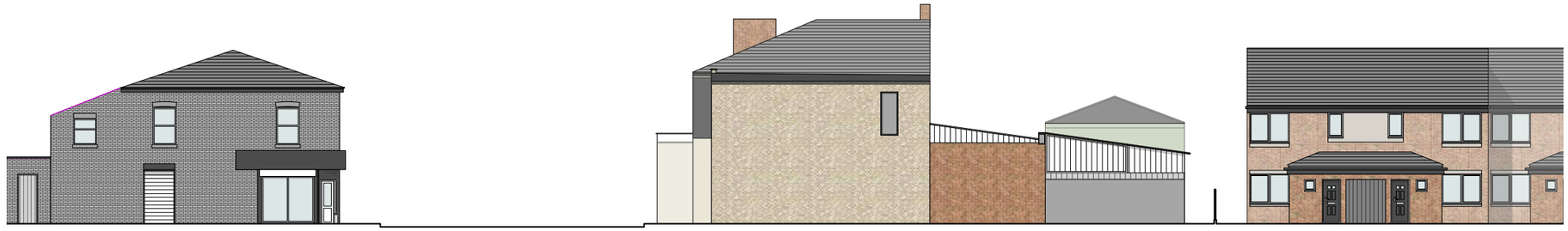
EXISTING STREET ELEVATION

Existing street elevation originally drawn at 1:200 on A3.

North elevation [Midway Street]

Location : 816 Stockport Road, Levenshulme.





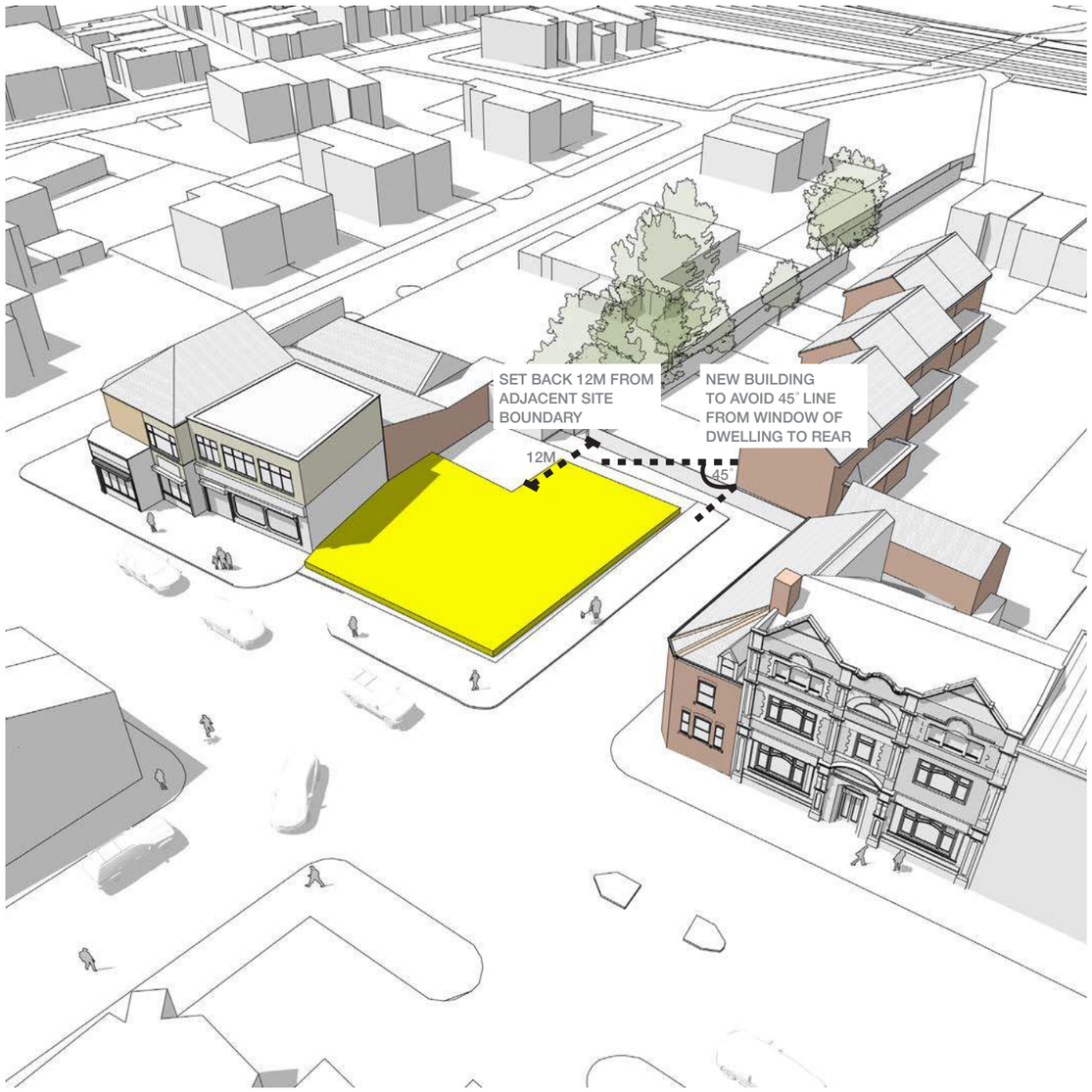
SITE EXTENTS

02
DESIGN STRATEGY

LAYOUT

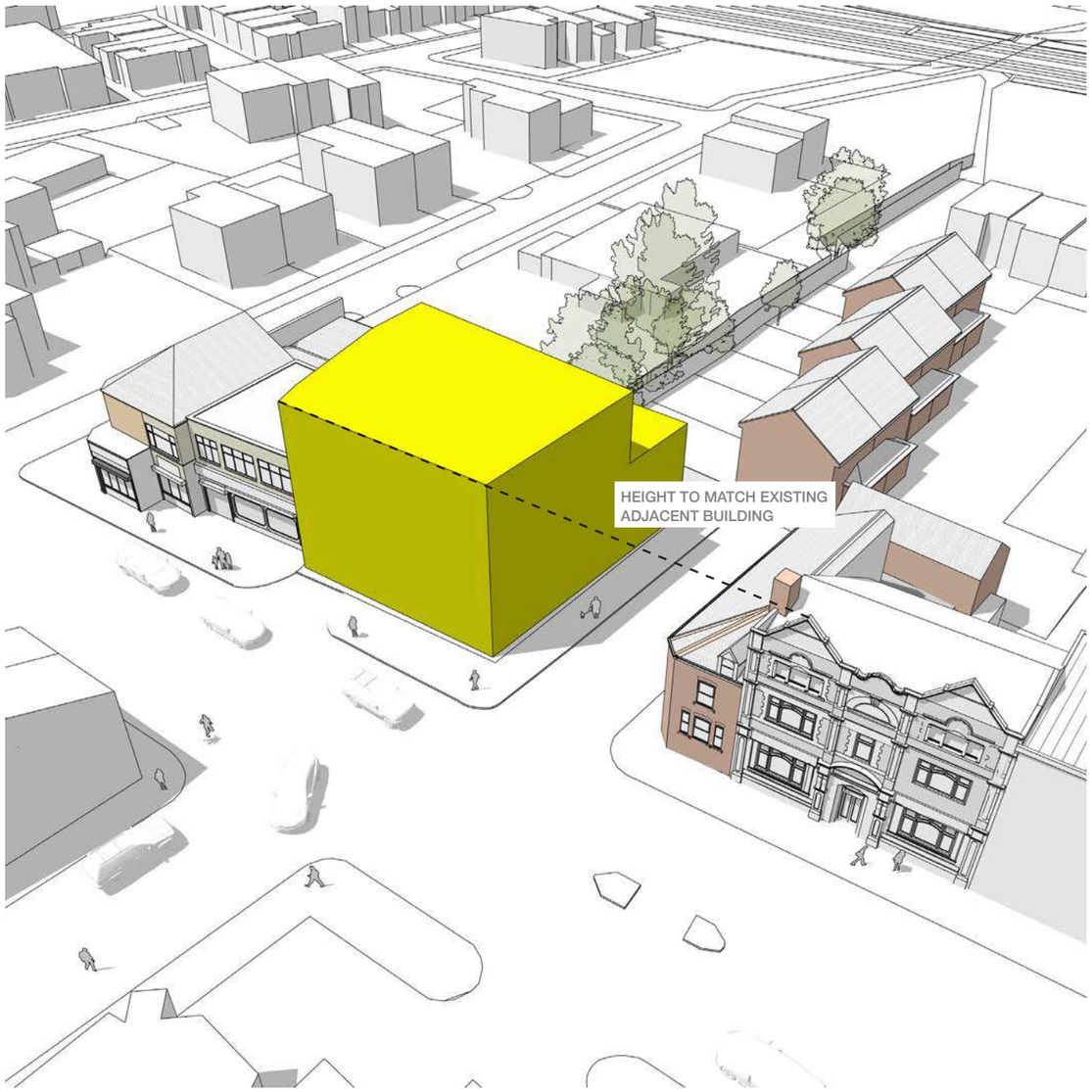
The building footprint sits right up to the pavement boundary, fitting the pattern along Stockport Road.

An external garden is provided to the rear of the site, making it private and away from the busy transport road.



SCALE

The building height matches that of the buildings gable on the other side of Midway Street. This helps to create a presence along Stockport Road.



02
DESIGN STRATEGY

FORM

The building features a pitched roof with gable windows and a flat roof on top. This compliments / replicates the roof design of the building on the other side of Midway Street. The hipped roof at the rear compliments the surrounding shorter buildings. Brick piers break up the elevation.



USE

- 4 retail units - Ground floor
- 8 no. 2 bed units
- 8 no. 1 bed units
- Circulation

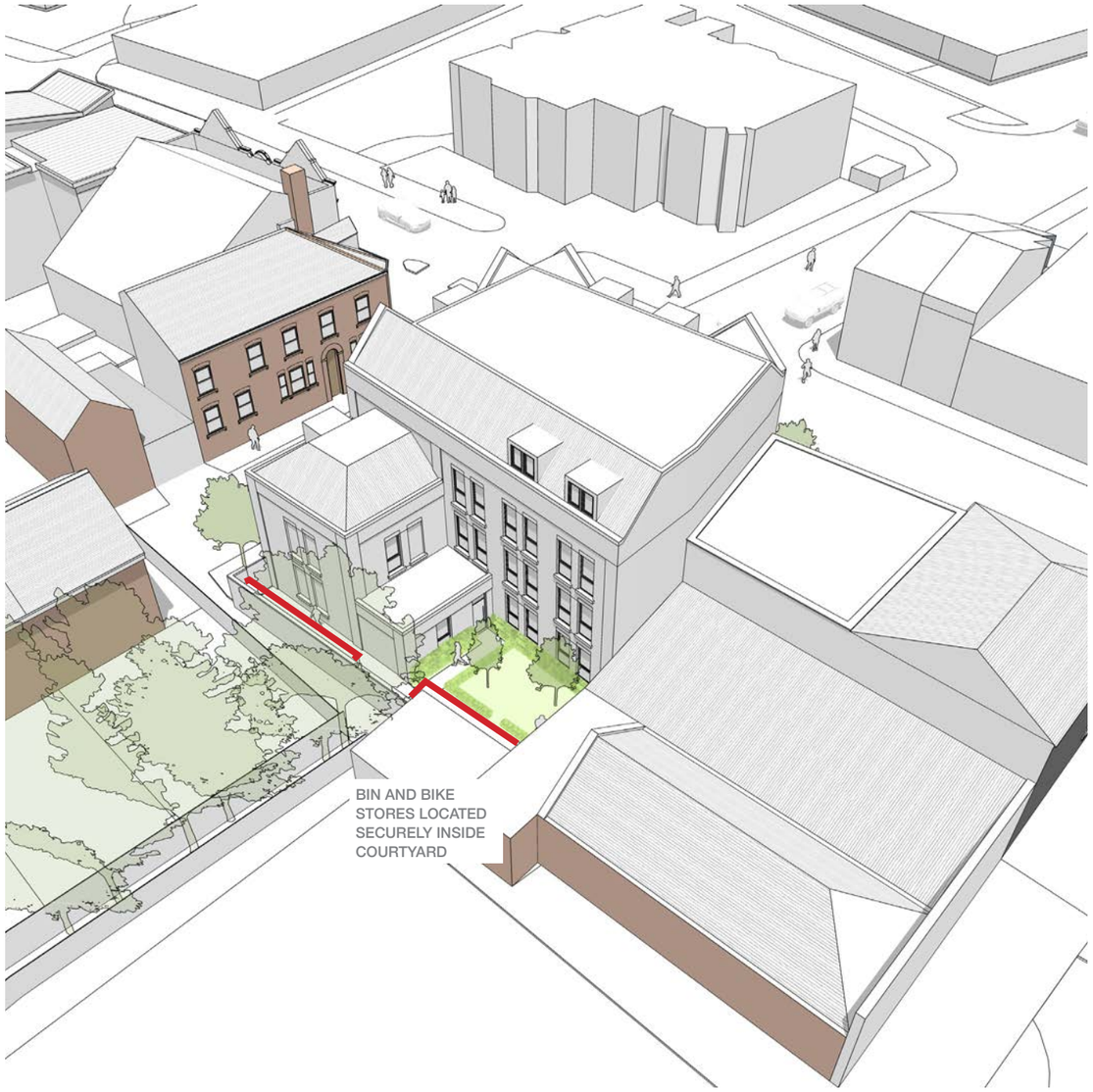


02
DESIGN STRATEGY

ACCESS
Private access to residential is provided from Midway Street, away from the busier Stockport Road.
Access to the ground floor retail units is provided directly from Stockport Road.



LANDSCAPING
A private residential garden is provided to the rear of the site, separating it from the busier Stockport Road.



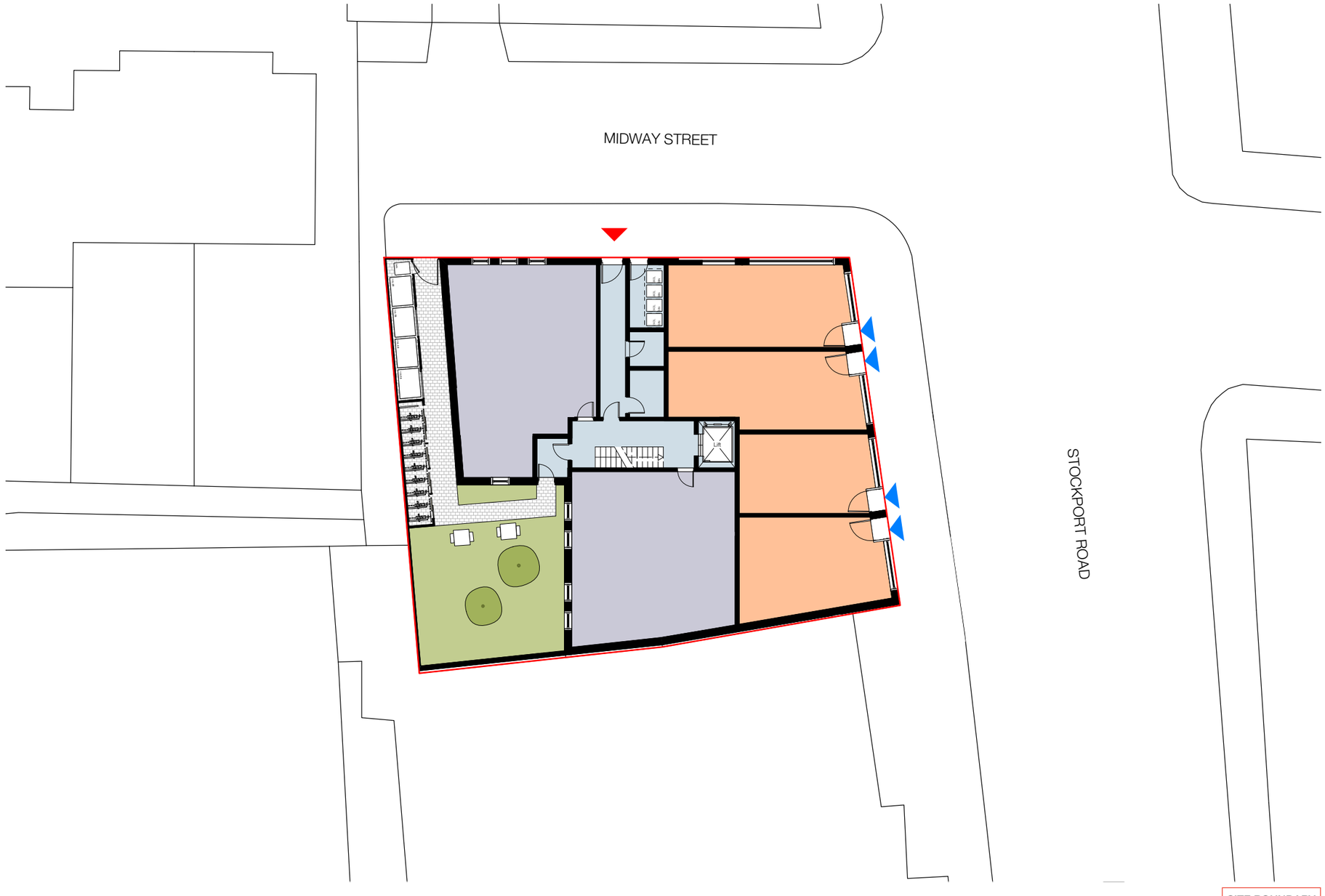
03 PROPOSALS

PROPOSED SITE PLAN

Proposed site plan originally drawn at 1:200 on A3.

Location : 816 Stockport Road, Levenshulme.

1



03 PROPOSALS

PROPOSED GROUND FLOOR PLAN



ACCOMMODATION SCHEDULE

8 no. 1 bedroom flats (42.35 sq.m avg)	**338.8 sq.m**
8 no. 2 bedroom flats (61.43 sq.m avg)	**491.4 sq.m**
NIA	**830.2 sq.m**
CIRCULATION/SERVICES	**101.883 sq.m**
RETAIL (29.975 sq.m avg)	**119.9 sq.m**
GIA	**1051.98 sq.m**

03 PROPOSALS

PROPOSED FIRST FLOOR PLAN



ACCOMMODATION SCHEDULE

8 no. 1 bedroom flats (42.35 sq.m avg)	**338.8 sq.m**
8 no. 2 bedroom flats (61.43 sq.m avg)	**491.4 sq.m**
NIA	**830.2 sq.m**
CIRCULATION/SERVICES	**101.883 sq.m**
RETAIL (29.975 sq.m avg)	**119.9 sq.m**
GIA	**1051.98 sq.m**

SITE BOUNDARY

03 PROPOSALS

PROPOSED SECOND FLOOR PLAN



ACCOMMODATION SCHEDULE

8 no. 1 bedroom flats (42.35 sq.m avg)	**338.8 sq.m**
8 no. 2 bedroom flats (61.43 sq.m avg)	**491.4 sq.m**
NIA	**830.2 sq.m**
CIRCULATION/SERVICES	**101.883 sq.m**
RETAIL (29.975 sq.m avg)	**119.9 sq.m**
GIA	**1051.98 sq.m**

03 PROPOSALS

PROPOSED THIRD FLOOR PLAN

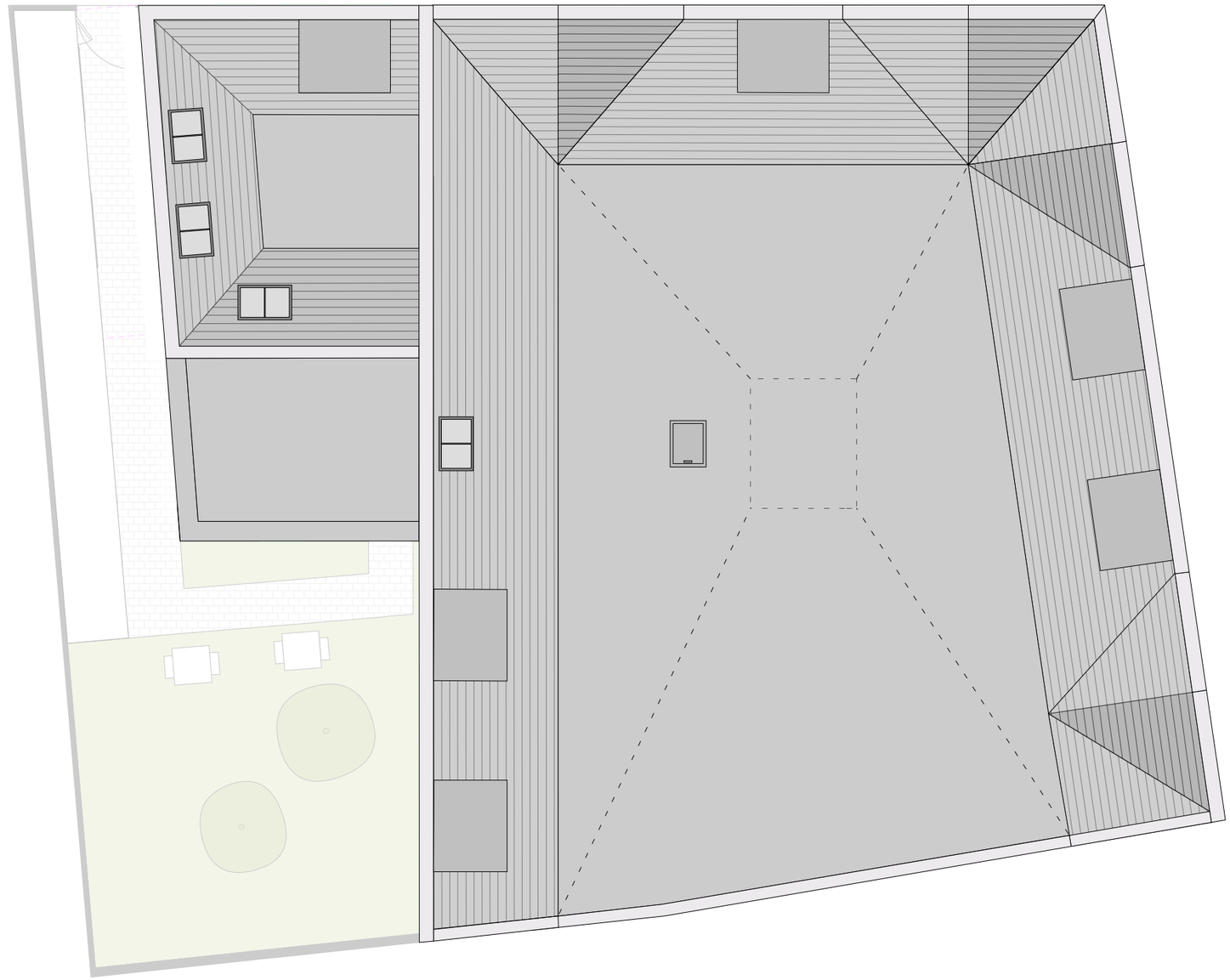


ACCOMMODATION SCHEDULE

8 no. 1 bedroom flats (42.35 sq.m avg)	**338.8 sq.m**
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03 PROPOSALS

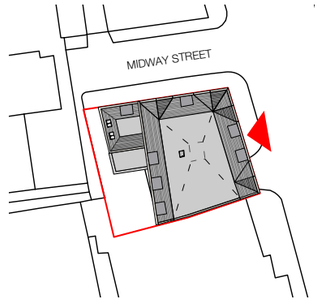
PROPOSED ROOF PLAN



ACCOMMODATION SCHEDULE

8 no. 1 bedroom flats (42.35 sq.m avg)	**338.8 sq.m**
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NIA	**830.2 sq.m**
CIRCULATION/SERVICES	**101.883 sq.m**
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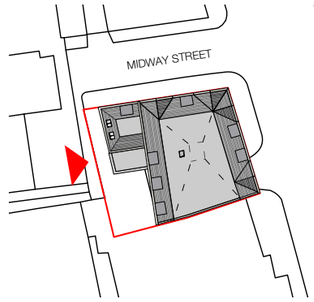
03
PROPOSALS



PROPOSED EAST ELEVATION (FACING STOCKPORT ROAD)



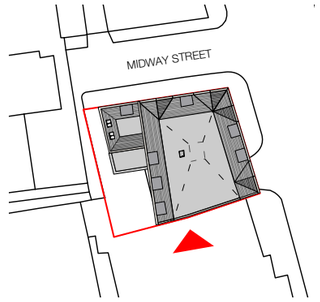
03 PROPOSALS



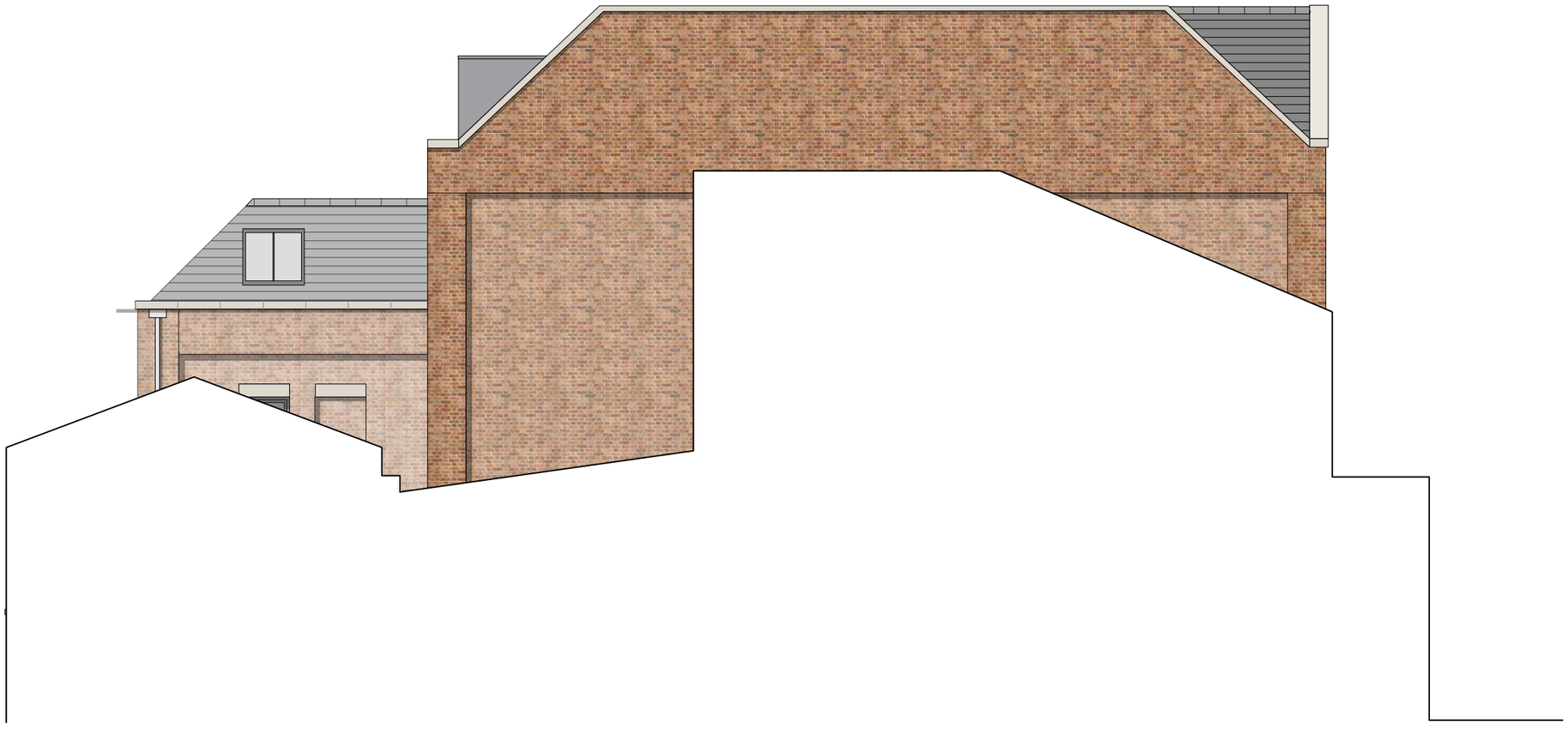
PROPOSED WEST ELEVATION (REAR ELEVATION)



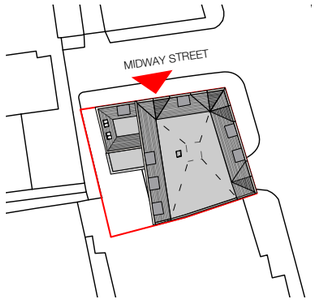
03 PROPOSALS



PROPOSED SOUTH ELEVATION



03
PROPOSALS

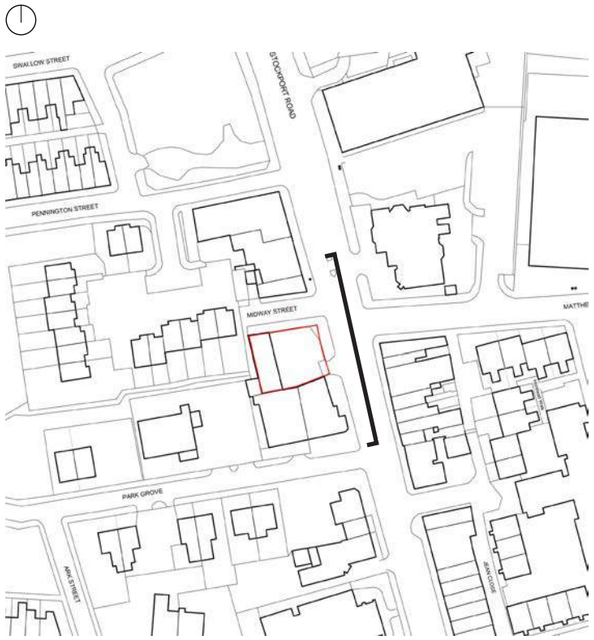


PROPOSED NORTH ELEVATION (MIDWAY STREET)



03
PROPOSALS

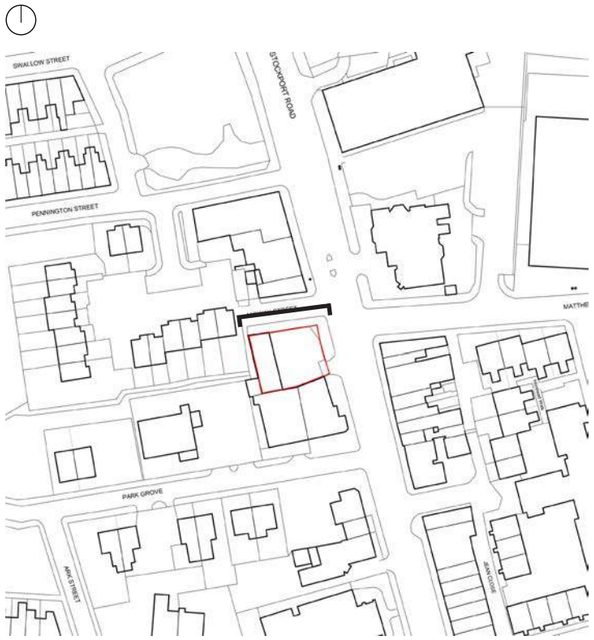
PROPOSED STREET ELEVATION





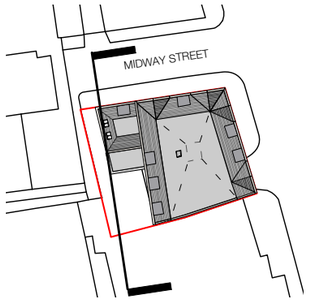
03
PROPOSALS

PROPOSED STREET ELEVATION





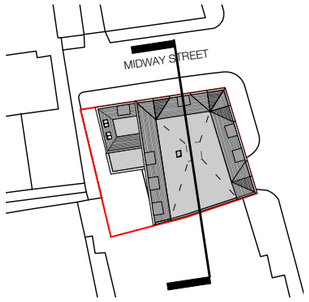
03
PROPOSALS



PROPOSED SECTION AA



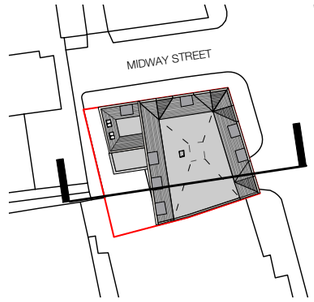
03 PROPOSALS



PROPOSED SECTION BB



03 PROPOSALS



PROPOSED SECTION CC



03 PROPOSALS

DESIGN EXPLANATION



DOUBLE WINDOWS TAKE REFERENCE FROM THE SURROUNDING CONTEXT REGARDING SIZE, PROPORTIONS, SPACING AND DESIGN



BRICK PIERS WITH RECESSED BRICK PANELS



GABLES ON THE FACADE ARE INSPIRED BY BUILDINGS IN THE CONTEXT [812 STOCKPORT ROAD FOR EXAMPLE]



03 PROPOSALS

MATERIALS : EXTERNAL WALLS



RED BRICK



RED BRICK WITH SOLDIER COURSE



PRECAST STONE HEADS AND MULLIONS



PRECAST STONE HEADS AND CILLS



DOUBLE WINDOWS WITH PRECAST MULLIONS



RED BRICK WITH SOLDIER COURSE

03 PROPOSALS

MATERIALS : ROOFS, GUTTERS AND WINDOWS



CEMBRIT JUTLAND FIBRE CEMENT ROOF SLATE



ROOF LIGHTS TO SIT FLUSH IN GREY TILED ROOF



RETAIL SHOPFRONT RECESSED FROM FACADE



FIBRE CEMENT ROOF TILES TO



APARTMENT ENTRANCE WITH CANOPY AND SIGNAGE

03 PROPOSALS

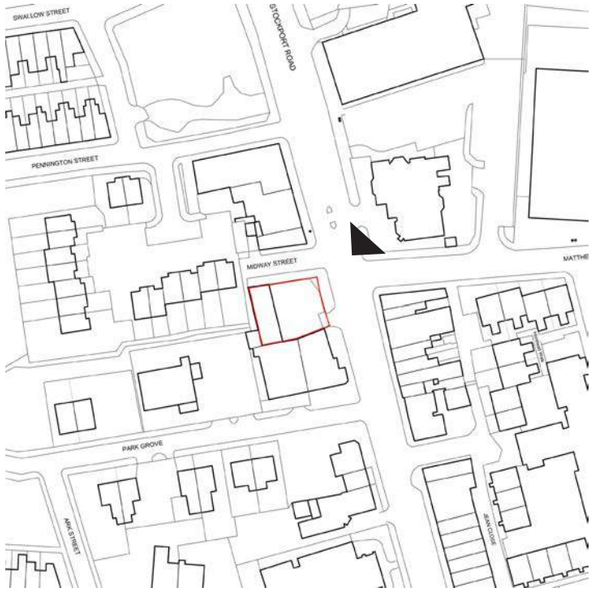
STREET VIEW





03 PROPOSALS

STREET VIEW

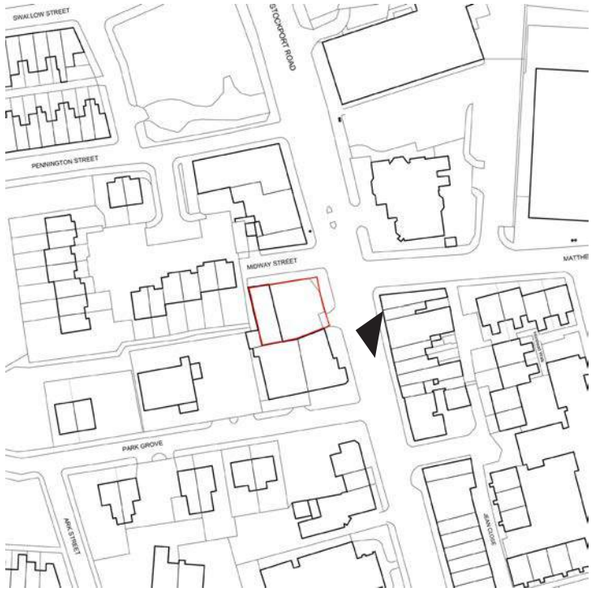




03
PROPOSALS

STREET VIEW

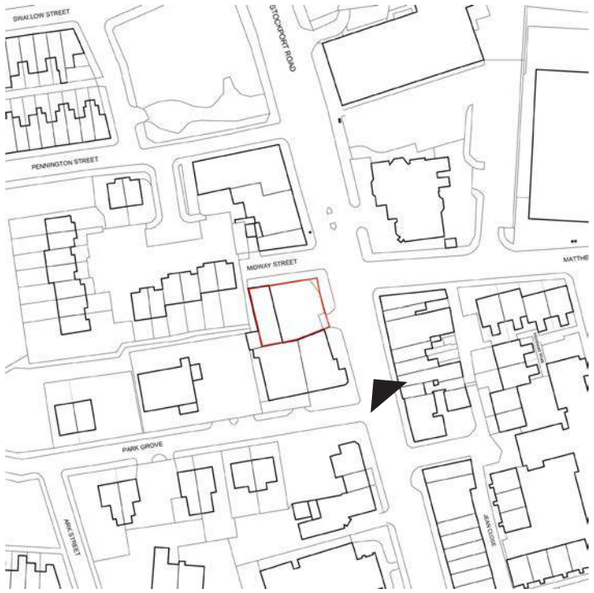




03
PROPOSALS

STREET VIEW

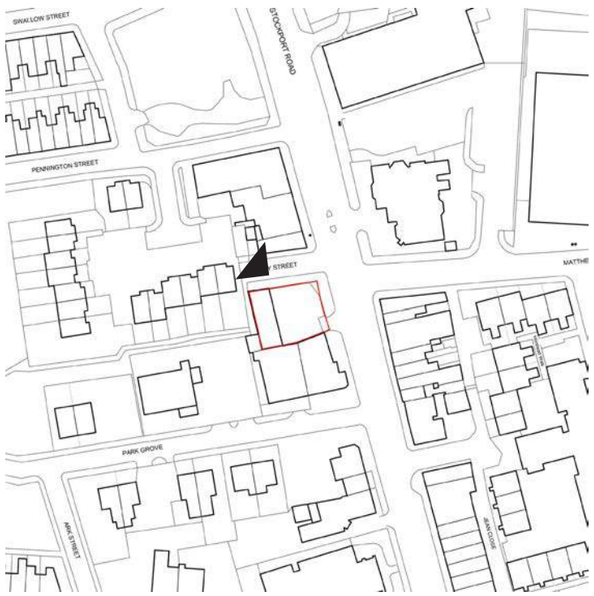




03 PROPOSALS

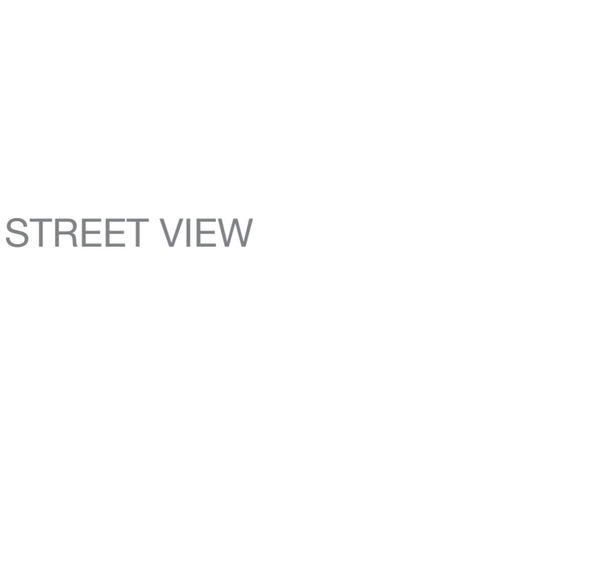
STREET VIEW





03 PROPOSALS

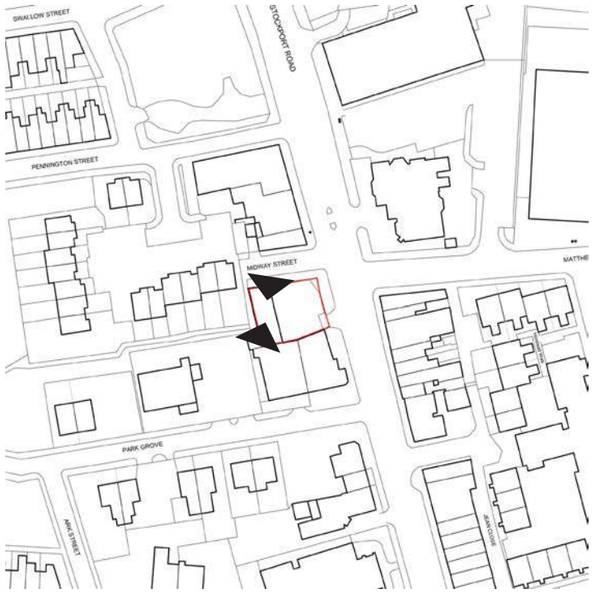
STREET VIEW





03 PROPOSALS

VIEWS: PRIVATE RESIDENTIAL GARDEN





PRIVATE RESIDENTIAL GARDEN



PRIVATE RESIDENTIAL GARDEN

03
PROPOSALS

AERIAL VIEW

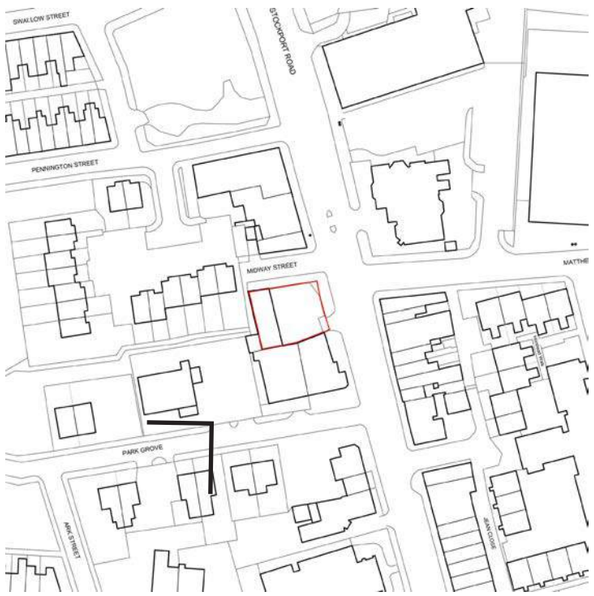




03
PROPOSALS

AERIAL VIEW

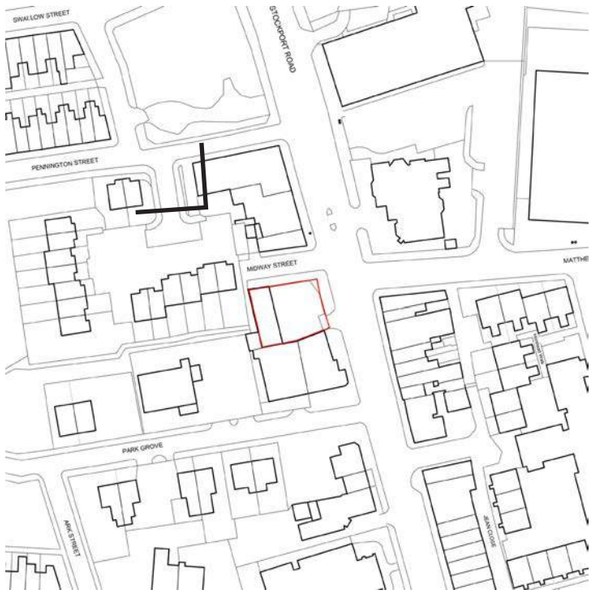




03
PROPOSALS

AERIAL VIEW





03 PROPOSALS

AERIAL VIEW



