98 WILMSLOW ROAD RUSHOLME

DESIGN & ACCESS STATEMENT

NOVEMBER 2023

OLLIER SMURTHWAITE ARCHITECTS

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INTRODUCTION

This design & access statement has been prepared by Ollier Smurthwaite Architects, in support of the Planning Application by Views for the redevelopment of a site located at 98 Wilmslow road, Manchester.

The proposed development comprises a total of 42no. apartments has a mix of 1 and 2 bed apartments. There are 12no. 1 beds and 30no. 2 beds. The ground floor contains 3no. retail/commercial units which can be subdivided to suit tenants requirements, secure covered parking for 15no cars including 2no. accessible spaces and provision for 100% cycle parking.

The purpose of this document is to set out the design principles, concepts and strategy behind the proposals and it should be read in conjunction with the supporting documents prepared by the highways consultant and planning consultant.

01

UNDERSTANDING THE CONTEXT

REGIONAL IDENTITY

Wilmslow road runs through the area of Rusholme within the metropolitan borough of Greater Manchester. Manchester and its surrounding areas were most concerned with textile production during the industrial revolution. When the Bridgewater Canal was opened in 1761 it allowed coal 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 the 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. Rusholme 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.



WILMSLOW ROAD / GRANDALE ROAD



01

UNDERSTANDING THE CONTEXT

LOCAL HISTORY

Wilmslow road began as an 18th century route from Manchester to Birmingham and Oxford, leading to the more central portion of the road being called Oxford Road today. The road was maintained between 1753 and 1881 by a turnpike trust using a collection of tolls along the route explaining why the road has remained in working condition.
Before the 18th century the area was reliant on agriculture but throughout the 17th and 18th centuries there was a growth in cottage industries involving cotton spinning, weaving and brick making.

As Manchester began to industrialise at the beginning of the 19th century, wealthy merchants and professional families moved out of the city in favour of large villas and gardens that could be built in countryside areas like Rusholme. One such example is Victoria Park opened in 1837 designed by Richard Lane and Partners Architects. Victoria Park quickly became popular among more wealthy communities and attracted families from a diverse range of nationalities.

As the industrial revolution progressed the population of Rusholme grew rapidly. By the 1890's much of Rusholme had been developed into affordable, high density terraced housing for working class families.

In 1880 tracks were laid along Wilmslow Road to accommodate horse drawn trams providing transport to and from the centre of Manchester. When Rusholme was incorporated as part of Manchester by the local authority in 1885, the city council to responsibility to electrify the tram lines by 1906. In 1935 the tram service on Wilmslow road was removed in favour of bus services that could be more rapidly introduced into the growing suburban area.

Today Rusholme is home to a large student population with several student halls, students renting terraced housing and other suburban houses that remain in the Victoria Park area.

The stretch of Wilmslow Road running through Rusholme is known as the 'Curry Mile' as it is home to the largest concentration of Asian restaurant in the UK at 70+.



WILMSLOW ROAD 1906



WILMSLOW ROAD 1906

01

UNDERSTANDING THE CONTEXT

HISTORICAL DEVELOPMENT PATTERN

During the 1850's Rusholme is largely green space, woodland and countryside as the area relied mainly on agriculture at this time.
Part of Victoria Park are shown on map as Park Crescent, consisting of large merchant villas and plenty of surrounding green space.
Some commercial plots and public service can be seen to appear in this period.

In the 1890's the site and the immediate surroundings are currently green space, once classed as part of Regents Park.
At this time much of the surrounding area has become high density, residential terraces.
Wilmslow road has become heavily commercial and is lined with shops.
Merchants mansions/villas still very prominent in the area of Victoria Park.

By the beginning of the 20th century the site has been converted from green space into terraces and we can see the first evidence of a previous structure on the site, a parish hall.
Grandale street (named Grange street at this time) the road adjacent to the site, comes into existence.
Victoria Park is unchanged however some of the other villas along Wilmslow road have been converted or demolished. For example Birch Villa was converted into a Hotel and Public House by this period.
Some terraced houses are beginning to encroach onto Victoria Park from the west side of the development.

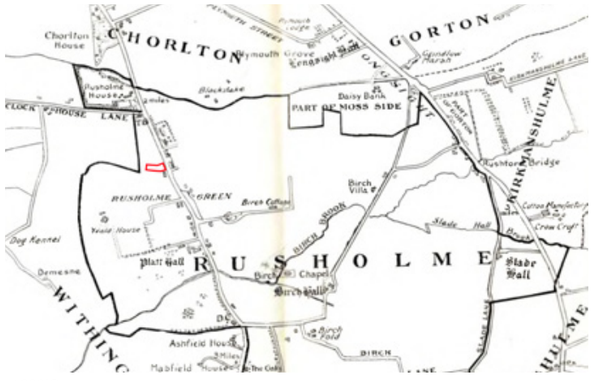
During the 1920's the Parish Hall now shares a domain with a letter sorting office.
A billiards room has opened opposite the Victoria Park entrance.
Larger portions of Victoria Park have now been converted into terraces or for commercial use.
Some villas remain in the centre of Victoria Park.

In the 1950's the tram lines have been removed
Victoria park plots have been either converted into semi detached housing with some remaining gardens and green space or demolished to make way for terraced housing.
The immediate site is now occupied by a commercial unit alongside the previously existing parish hall.

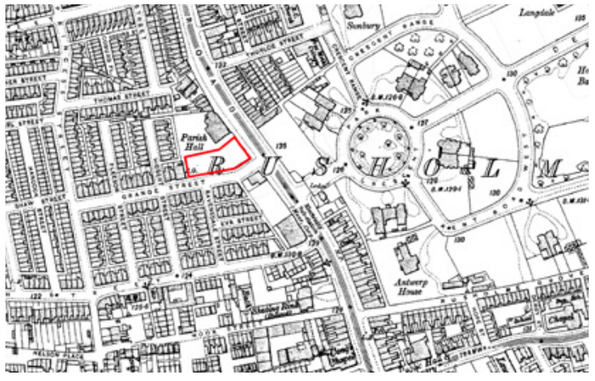
During the 1960's the immediate site remains the same.
The toll has been removed on the entrance to Victoria Park
Majority of central Victoria Park has been converted in semi detached houses and the perimeter into terraces or commercial units.
Grange street changes to Grandale street.

By the 1980's the Parish hall has been replaced by government offices.
Victoria Park has developed similarly to above.
Site remains otherwise the same.

During the de-gentrification of the area throughout the 20th century, more public services, leisure facilities, and social spaces appeared such as pubs, cinemas, social clubs, sports clubs and libraries to accommodate the growing working class population.



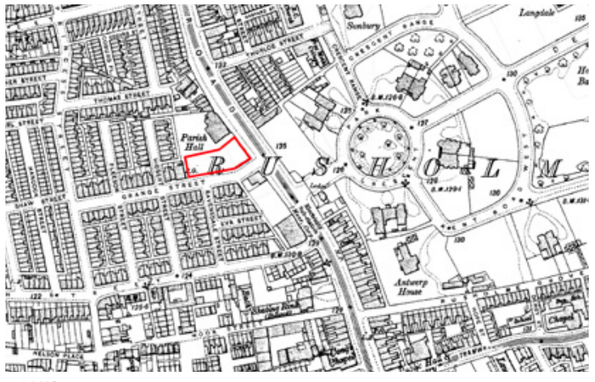
1800'S



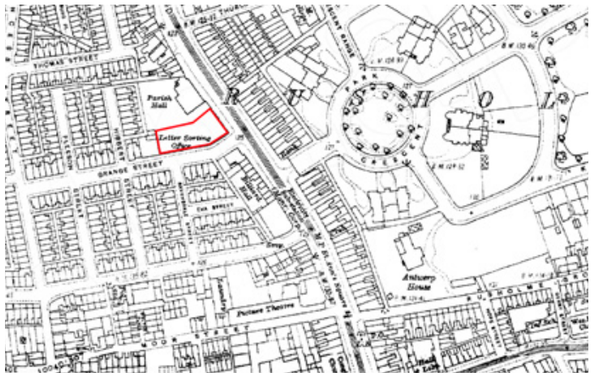
1850'S



1890'S



1900'S



1920'S



1950'S



1960'S



1980'S

01

UNDERSTANDING THE CONTEXT

LINKAGES TO SURROUNDINGS & MOVEMENT PATTERNS

Wilmslow Road runs from Manchester City Centre to Parrs Wood 5.5 miles to the South. The road becomes Oxford Road as it crosses the river Medlock towards the city centre. Oxford is home to the University of Manchester and Manchester Metropolitan University buildings.

The site consequently has a large student population, buses run along the primary traffic route every minute or so from the site, towards the universities and city centre in the north, as well as to Fallowfield and Withington in the south.

The Wilmslow road bus corridor is claimed to be the busiest bus route in Europe with a bus running in each direction every 30 seconds.

The secondary traffic routes of Moss Lane East, Great Western Street and Claremont Road provide bus links and transport to Stretford, Urmston and Wythenshawe and their surrounding areas. Dickenson Road provides access to Levenshulme and Burnage.

Well established cycle lanes line either side of Wilmslow Road, coming from the city centre and Oxford road and continuing to Didsbury in the South.



DIAGRAMATIC MAP

01

UNDERSTANDING THE CONTEXT

LOCAL CHARACTER

The local character of the area appears to differ significantly from the East to the West side of Wilmslow Road. The West side of the road is mainly populated with red brick terraced housing and small semi detached council housing. The level of detail differs across the area with some terraces maintaining their original character and some have been developed to provide some third floor loft space and small front yards.

Some terraced housing has been replaced with small semi detached houses with more access to green space as well as private gardens.

The areas East of Wilmslow Road were once part of the affluent development of Victoria Park within which the houses were home to wealthy families. Some of these villas still remain and have been converted into student accommodation, university buildings or offices.
These larger houses are usually constructed from yellow brick featuring elaborate eaves, brick course details, gable top/end details etc.

Many of the original villas in the Victoria Park area have been replaced with large semi detached and detached houses mostly constructed using red brick and stone. Many of these houses maintain some features typically found on the Victorian villas, for example the gable end details, exposed lintels and brick course details.

Most dwellings in this area have plenty of access to green space and private gardens.

Large portions of Wilmslow Road's originally commercial units remain and maintain their accompanying architectural details. Although some parts of the road have been removed in favour of more modern commercial developments.

Towards the North, the site begins to adopt a more contemporary character by use of steel, glass and clad structures rather than stone and brick.



DETACHED HOUSE, VICTORIA PARK



RETAIL UNITS, WILMSLOW ROAD



SEMI-DETACHED HOUSE, VICTORIA PARK



RE-PURPOSED VILLA, VICTORIA PARK



STUDENT ACCOMMODATION, COMMERCIAL GROUND, WILMSLOW ROAD



XAVERIAN COLLEGE BUILDING, VICTORIA PARK



SMALL SEMI-DETACHED HOUSE, RUSHOLME



TERRACED HOUSE, RUSHOLME

01

UNDERSTANDING THE CONTEXT

LOCAL CHARACTER

The immediate site is dominated by commercial units, mainly restaurants and takeaways that line Wilmslow Road throughout Rusholme. Some commercial units encroach onto the pavement with seating areas.
The traffic through this area is consistently heavy with well established cycle lanes either side of the road. The road also sees a constant flow of pedestrian traffic up and down the site.

To the north and south ends of Rusholme the character appears less dense with more green space provided by Whitworth Park and Platt Fields Park with wider pedestrianised areas. Multiple apartment buildings sit in these areas ranging from 4 storeys with a mixed use/commercial ground floor to 13 storey completely residential towers.

The West side of the site predominantly residential with minimal green space either publicly or privately. The housing is accessed directly from the pavement with no driveways/front yards provided. There are some commercial/retail units throughout the terraced area on Grandale Street.

The West side of Rusholme is primarily semi-detached dwellings or Victorian villas that have been converted into flats or being used as office/commercial space. This area sees less vehicular and pedestrian traffic and has more access to public and private green space throughout the area.



WILMSLOW ROAD



WILMSLOW ROAD



WILMSLOW ROAD



WILMSLOW ROAD



PARK CRESCENT, VICTORIA PARK



CLAREMONT ROAD



MOSS LANE EAST



RUSHOLME PLACE

01

UNDERSTANDING THE CONTEXT

SITE CHARACTER

The site currently has a two storey commercial property which is set well back from Wilmslow Road. The exiting building is out of context with the neighbouring properties and the wider context of busy, back of pavement street scene.



FROM WILMSLOW ROAD [NORTH]



FROM WILMSLOW ROAD [SOUTH]



FROM GRANDALE STREET



FROM GRANDALE STREET

01

UNDERSTANDING THE CONTEXT

LAYOUT AND BUILDING FORM

The West side of the site is mostly residential made up of 2 storey terraces and semi-detached housing. At the centre of the site and along Wilmslow Road itself, the building height fluctuates from 2 or 3 storey commercial units to 4 or 5 storey student accommodation/ apartment buildings.
The density of the site varies from some semi-detached housing benefitting from private gardens being based on larger plots in comparison to the terraced housing.

To the East of Wilmslow Road is the Victoria Park area made up of large houses or villas originally occupied by merchants and professional, wealthy families. These houses are between 3 and 4 storeys in height and have been converted into houses of multiple occupancy or as large student rentals.

The North end of the site features more densely populated student accommodation up to 7 storeys in height as this area is closer to the universities.



DIAGRAMATIC MAP

01

UNDERSTANDING THE CONTEXT

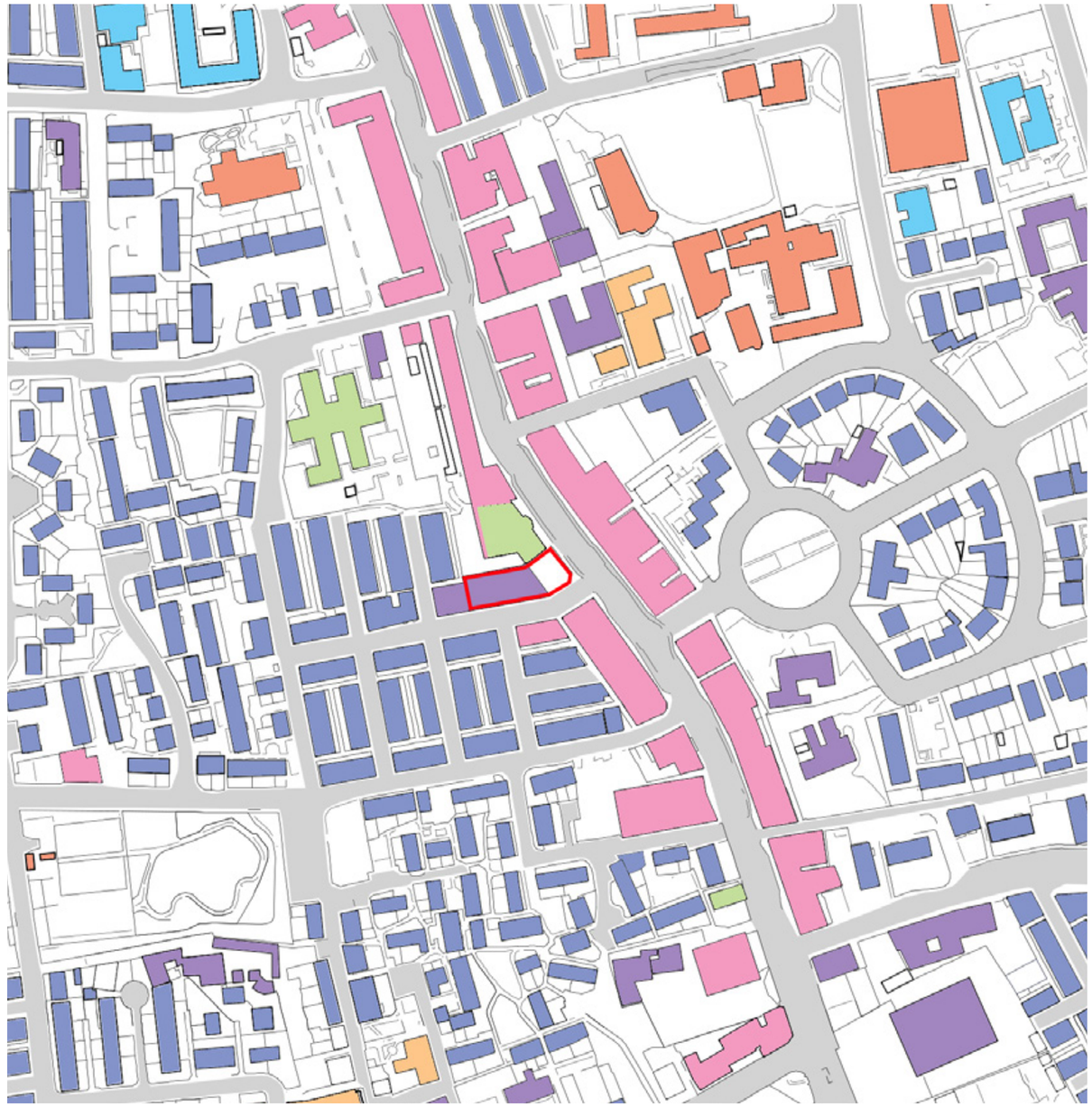
LAND USES

There are a number of comparisons that can be made connecting the building heights in the area to the land use.

The was majority of 2 storey buildings are residential. Some of the larger houses on the Victoria Park side of the road have been converted from their original residential purpose into commercial or office use due to the larger area available for use.

There are more educational facilities in the north east quarter of the site, located closest the main university campus on Oxford Road. The low density layout of the Victoria Park area has allowed for the development of colleges and schools such as Xaverian College and Manchester Hospital School.

Historically, Rusholme attracted a community diverse in culture and nationality which has led to the development of multiple places of worship spread across the site.



DIAGRAMATIC MAP

01

UNDERSTANDING THE CONTEXT

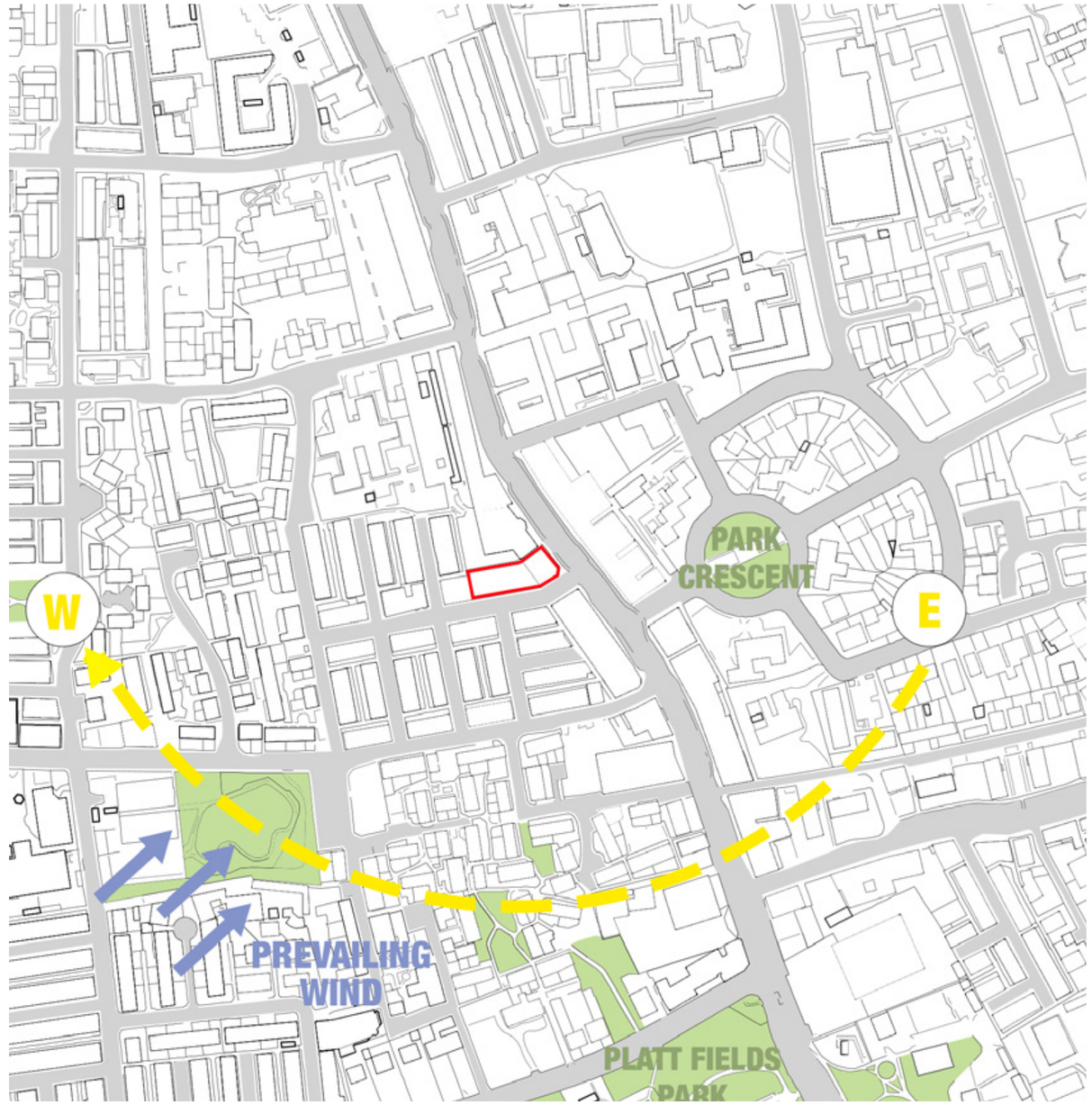
NATURAL FEATURES

To the south of the site Platt Fields Park and the adjoining leisure facility provides access to green space for the surrounding residents of Rusholme.

Within the terraced housing to the west of the site there a multiple small green spaces typically used by the residents of the immediate dwellings. The housing in this area generally don't have private gardens and would make use of the small patches of surrounding green space.

The larger houses on the east side of Wilmslow Road are situated on larger plots and therefore tend to have private gardens. The educational buildings in the north east of the area have their own private/recreational green space also. Therefore on this side of the site there is a lack of green space for public use.

The immediate surroundings of the site are mostly 3 storey commercial units. This could create some overshadowing on the lower floors of the scheme. However there is potential for the upper floors to utilise day lighting on the south facing elevation as the neighbouring buildings do not rise above 3 storeys.



DIAGRAMATIC MAP

01

UNDERSTANDING THE CONTEXT

PLANNING CONSIDERATIONS

The District Centre of Rusholme covers the majority of this area of Wilmslow Road where buildings interface with the street. However the proposed site sits outside of this boundary.

To the East of our site is the Victoria Park Conservation Area which aims to maintain the quality of the built environment in this area.

Wilmslow Road is also classified as a major road by Manchester City Council.

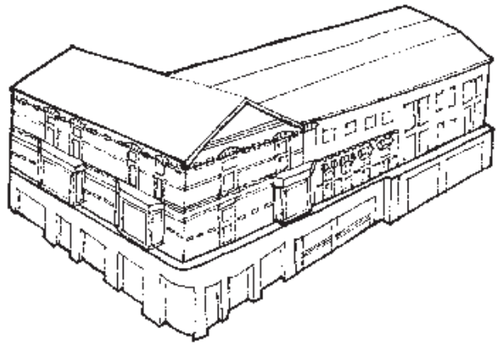


DIAGRAMATIC MAP

01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES |
PARK CRESCENT



FORM

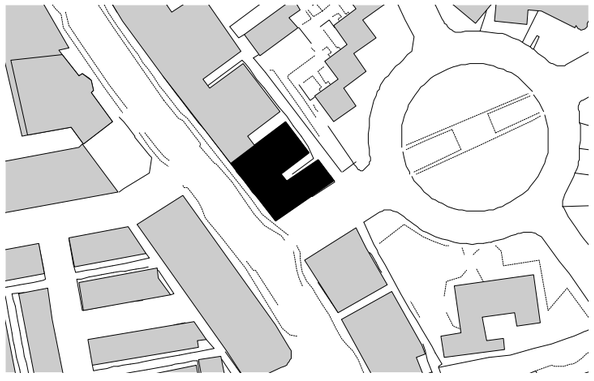
Three storey building with a commercial/retail ground floor and residential above.

The building has an L shape footprint with a mansard roof running into a typical pitched roof facing Wilmslow Road.

The original building facing Wilmslow Road features horizontal brick banding of a contrasting colour and varying patterns as well as elaborate parapet detailing.

The window design is a combination of bay windows and smaller sash windows with arched window heads.

The ground floor maintains the original stone facade and signage of what once was a bank, now home to a pharmacy.



LAYOUT

The building maintains its height and form throughout the footprint which provides a strong corner and is a continuation of the morphology of the site.

The retail unit is accessed directly from the pavement with no buffer/transitional space.

Residential spaces within the extension are accessed from Park Crescent whereas residential spaces within the original building are accessed from the rear of the building via an alleyway off Park Crescent.

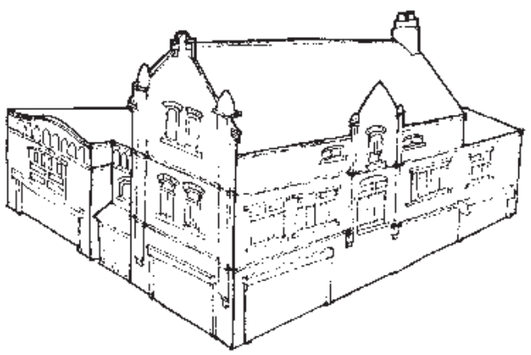


AERIAL VIEW

01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES |
GRANDALE STREET

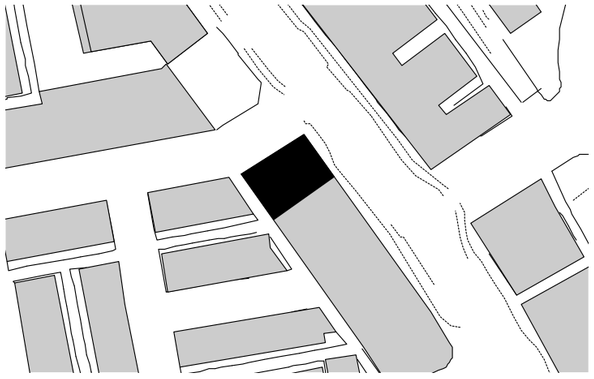


FORM

The this typology is 3 storeys stepping down to 2 storeys moving away from the corner where Grandale Street and Wilmslow Road meet.

The building is used mainly for commercial/retail purposes but still has the majority of it's original defining features, such as a parapet wall, parapet detailing, curved window heads and brick banding.

Multiple roof forms and pitches converge to accommodate for the change in height across the building.



LAYOUT

The building occupies the corner opposite the site across Grandale Street

This form and layout is a continuation of the site morphology as the corner is significant in form, height and footprint.

The building is connected to the neighbouring commercial units forming a block that lines Wilmslow Road. The building also has access from the rear via an alleyway off Grandale Street.

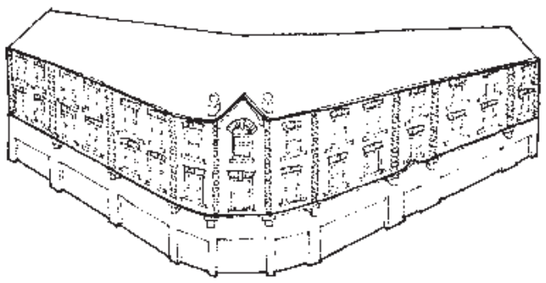


AERIAL VIEW

01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES |
PLATT LANE



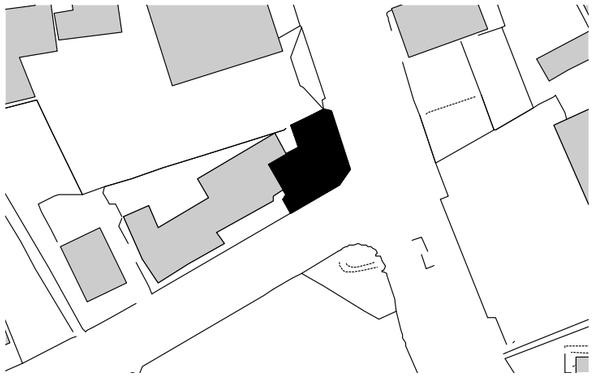
FORM

This typology has 3 storeys and maintains this height across the form. The building has a curved corner that is replicated in the ground floor facade as well as in the roof structure.

The facade design of this typology features projected, vertical brick detailing that divides the bays of the elevation. The windows have exposed sills and curved headers with contrasting key stones.

The facade also has elaborate parapet detailing above the third story as well as above the ground floor commercial units.

The commercial ground floor differs in materiality however the bays of the building are still defined using capitals.



LAYOUT

This typology dominates the corner where Platt Lane meets Wilmslow Road using its consistent height and direct interface with the street.

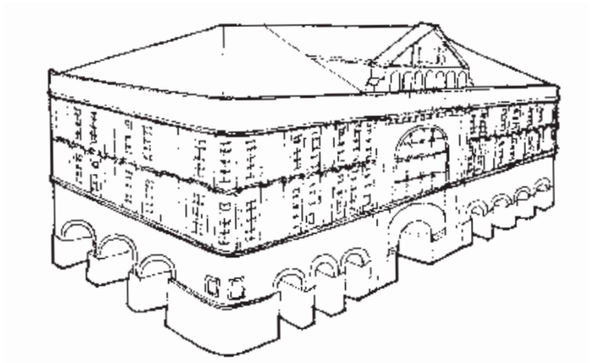


AERIAL VIEW

01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES | DEPOSITORY

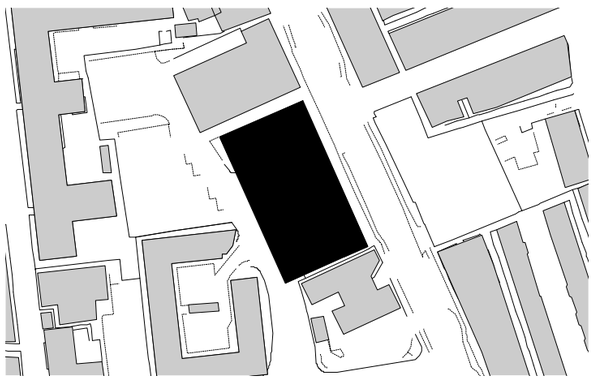


FORM

The depository on Wilmslow Road existed to the North of Wilmslow Road opposite Banff Road between 1870's and the 1980's.

The building was 4 storeys in height and had a prominent parapet wall, horizontal brick banding, vertical brick detailing defining the bays of the elevation, curved window heads and elaborate parapet detailing in places.

The roof has intersecting pitches, part hipped and part open gable where the gable becomes part of the elevation design.



LAYOUT

The depository was a defining feature on Wilmslow Road for many years due to its monolithic height and form.

The building was accessed directly from the pavement with additional access/parking provided via what was once called Little Western Street which has since been removed.

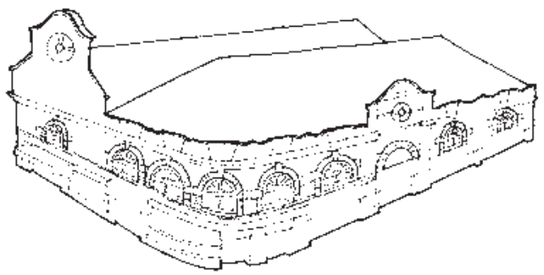


HISTORIC IMAGE

01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES |
CLAREMONT ROAD

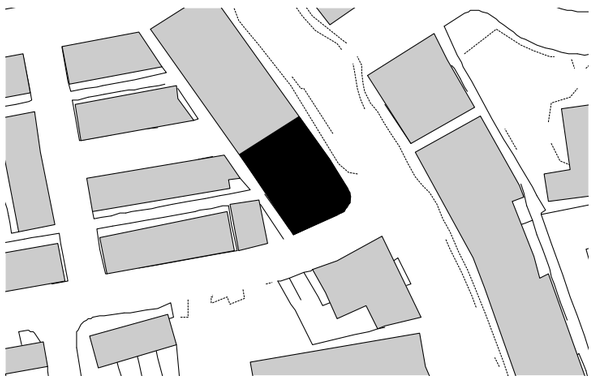


FORM

This typology sits on the corner where Claremont Road meet Wilmslow Road. The building is primarily used for retail and hospitality purposes.

The building has an elaborate facade design including a stone parapet with curved detailing above, horizontal brick and stone banding, curved window heads with keystones.

The building's form curves around the corner and has 2 adjoing roof pitches that sit within the stone parapet and open gables, which become part of the elevation design.



LAYOUT

The layout and form of this typology again define the corner of this block in keeping with the urban pattern.

Retail and hospitality units are accessed directly from the pavement providing a direct interface with the street.

The building has additional access via an alleyway off of Claremont Road.

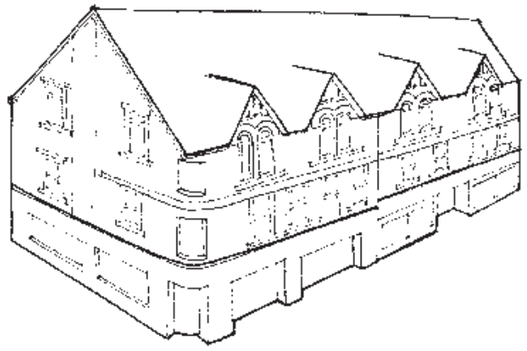


AERIAL VIEW

01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES |
DAGENHAM ROAD



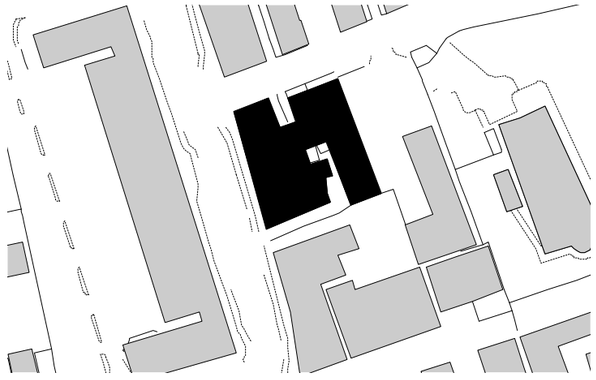
FORM

This typology has a consistent height of 3 storeys with a retail/ commercial ground floor and residential upper floors. The building has a lean-to 2 storey form connecting to it at the rear as well as 2 storey projecting from with a pitched open gable end.

The form of the building curves around the corner which is replicated in the ground floor commercial frontage.

The elevation design features horizontal stone banding, curved stone window headers, projecting window sills and some half timbered detailing.

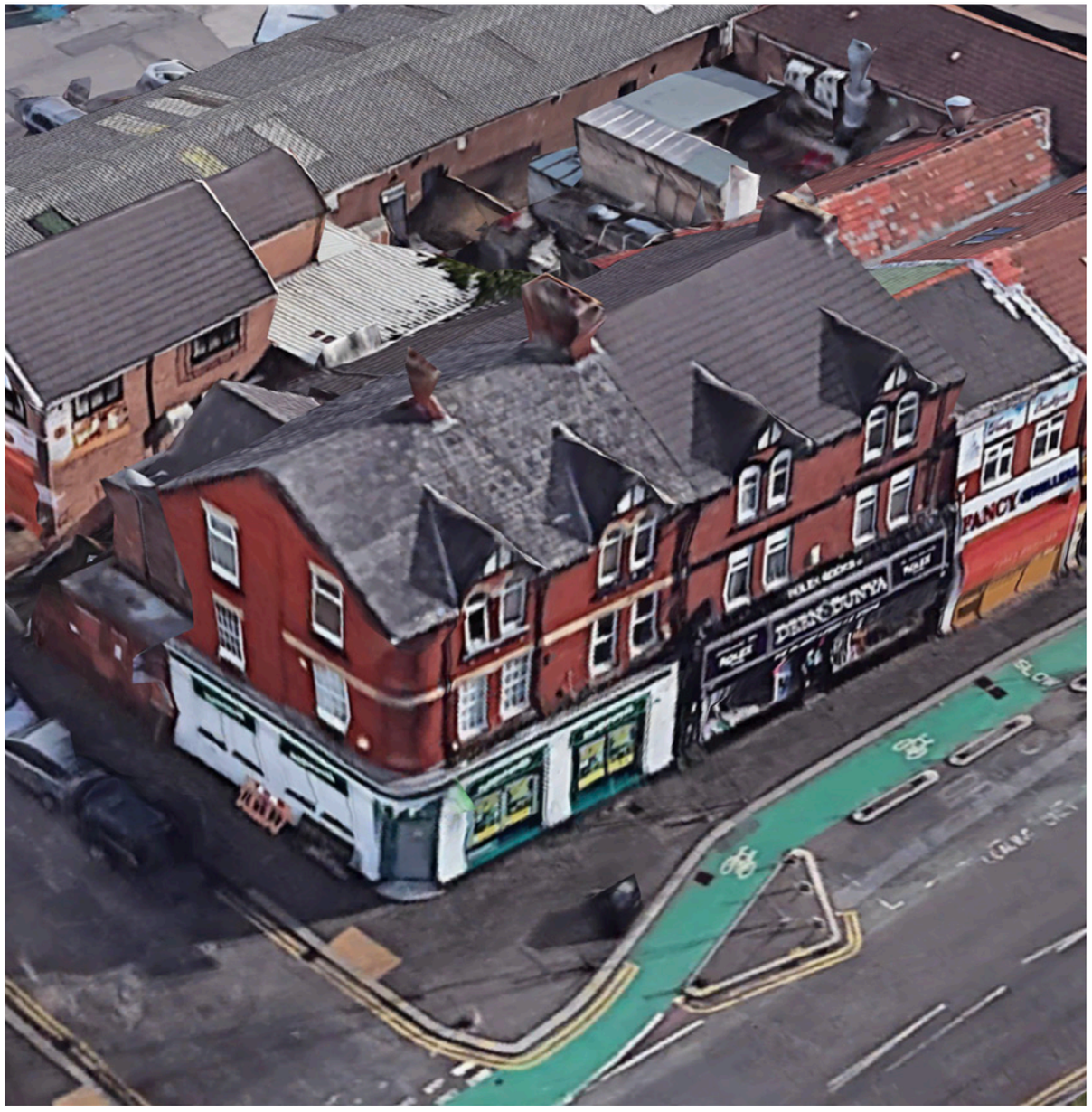
The roof form is a singular pitch with 4 connecting dormers facing Wilmslow Road.



LAYOUT

From the roadside the form appears as a uniform block directly interfacing the street. The footprint is a continuation of the historical urban fabric.

Further access is available via and alleyway off Dagenham Road.



AERIAL VIEW

02

RESPONSE TO REFUSAL

Following the previous refusal we have considered the reasons for refusal and addressed those reasons by amending the scheme accordingly. The pages below cover two of the reasons for refusal the other reasons are covered in additional reports that were commissioned.

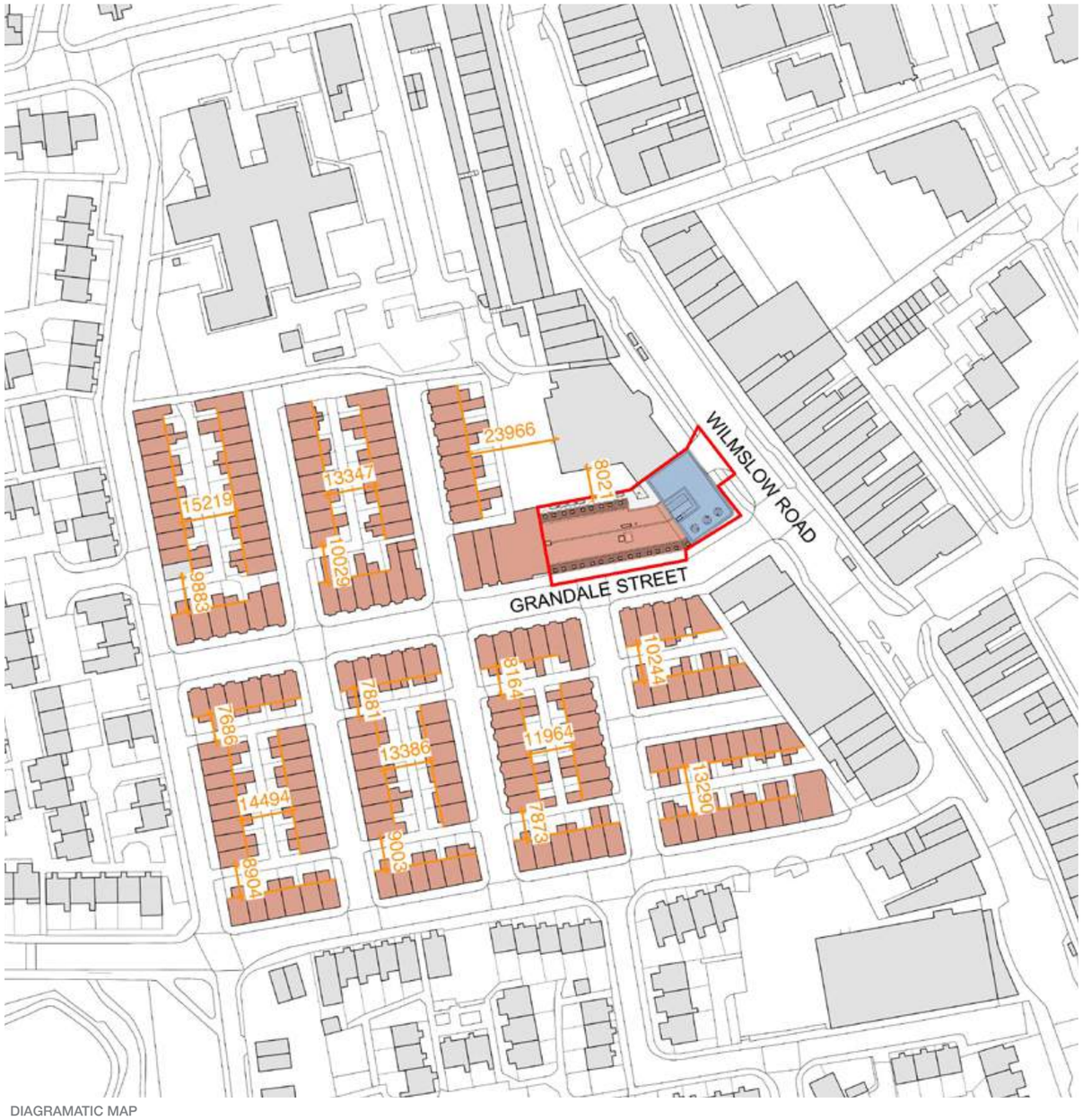
REFUSAL 2 | **SITING**

"2) The siting of the proposed development and location of habitable windows in close proximity to the northern boundary of the site would give rise to an unacceptable form of development that would prejudice the redevelopment of the neighbouring site, contrary to policies SP1, DM1 and EN1 of the adopted Manchester Core Strategy."

MASSING AND OVERLOOKING DISTANCES

The massing layout and density of the surrounding context has been considered when establishing the proposed building footprint and proximity to its neighbours.

Behind the street and proposed site are several blocks of dense housing built in the late 19th Century. These blocks set a precedent for separation distances between dwellings that are well under the prescribed separation distances.



LARGE STREET FACING BLOCKS

SMALLER TIGHT KNIT BLOCKS AND STREETS

DIAGRAMATIC MAP

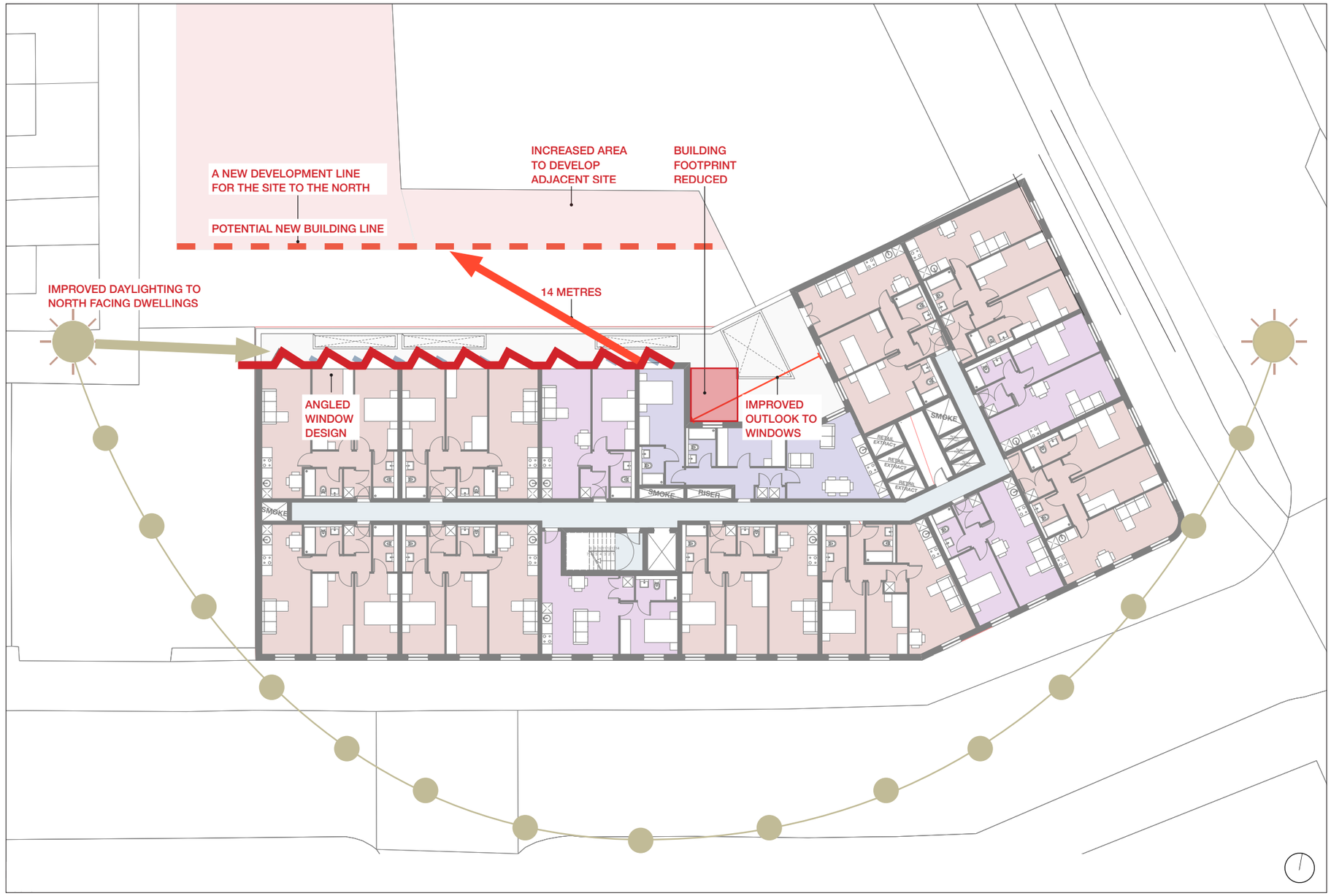
02

RESPONSE TO REFUSAL

REFUSAL 2 | **SITING**

FIRST FLOOR PLAN

The windows on the north elevation have been angled to allow for new development on the site opposite to not be limited by overlooking distances. The angled extruding windows also help to improved daylighting. By removing part of the footprint on the first and second floors, a greater distance is achieved between the windows on the taller east block and the walls on the lower west block.



PLAN DIAGRAM

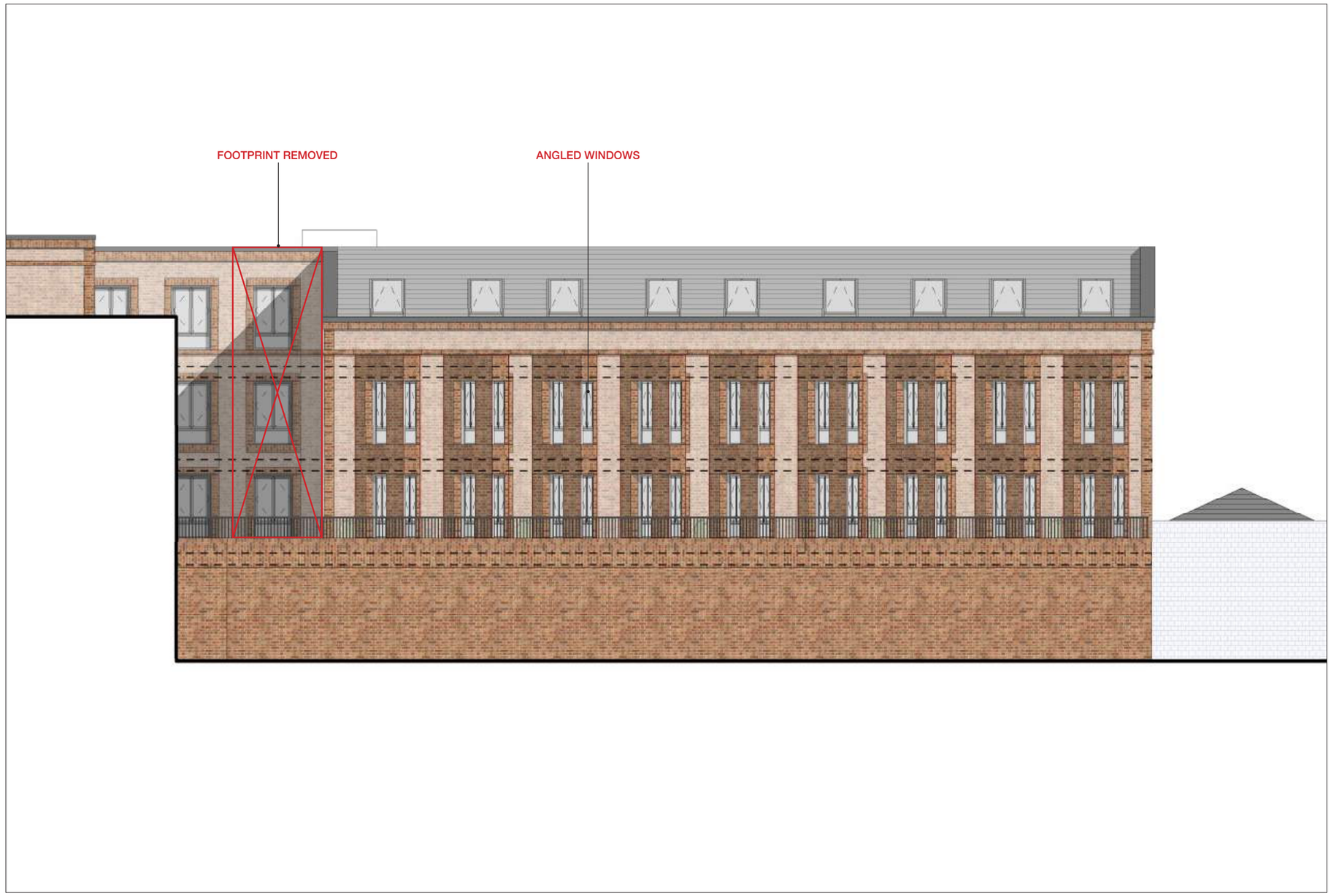
02

RESPONSE TO REFUSAL

REFUSAL 2 | **SITING**

NORTH ELEVATION

The elevation shows the updates to the upper floor footprint redutions and the angled windows.



ELEVATION DIAGRAM

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

"5) The siting and scale of the proposed development to the back of pavement on Wilmslow Road would give rise to a form of development that would be an over- dominant feature within the street scene and area, which would have a detrimental effect on visual amenity and character of the area contrary to policies SP1, EN1, and DM1 of the Manchester Core Strategy, guidance contained in the Guide to Development in Manchester Supplementary Planning Document and Guidance and the National Design Guide (2021)."

LOCAL CENTRE

This is a key junction in the middle of a district centre. The proposed new building onto this corner has a flat roof with a parapet to deliberately give the building slightly more height that its neighbours.



DIAGRAMATIC MAP

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

CONTEXT ELEVATIONS

There are a number of properties along the road with 3 floors of accommodation with additional accommodation on a fourth floor within the roof space. We could have taken that same approach here, but deliberately avoided that to help articulate the corner. We also noted that the building on the next junction to the South also has a parapet wall detail and curved corner.



WILMSLOW ROAD STREET ELEVATION



GRANDALE STREET STREET ELEVATION

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

RELATION TO PAVEMENT

All of the nearby corner buildings along Wilmslow Road are built to the back of the pavement.

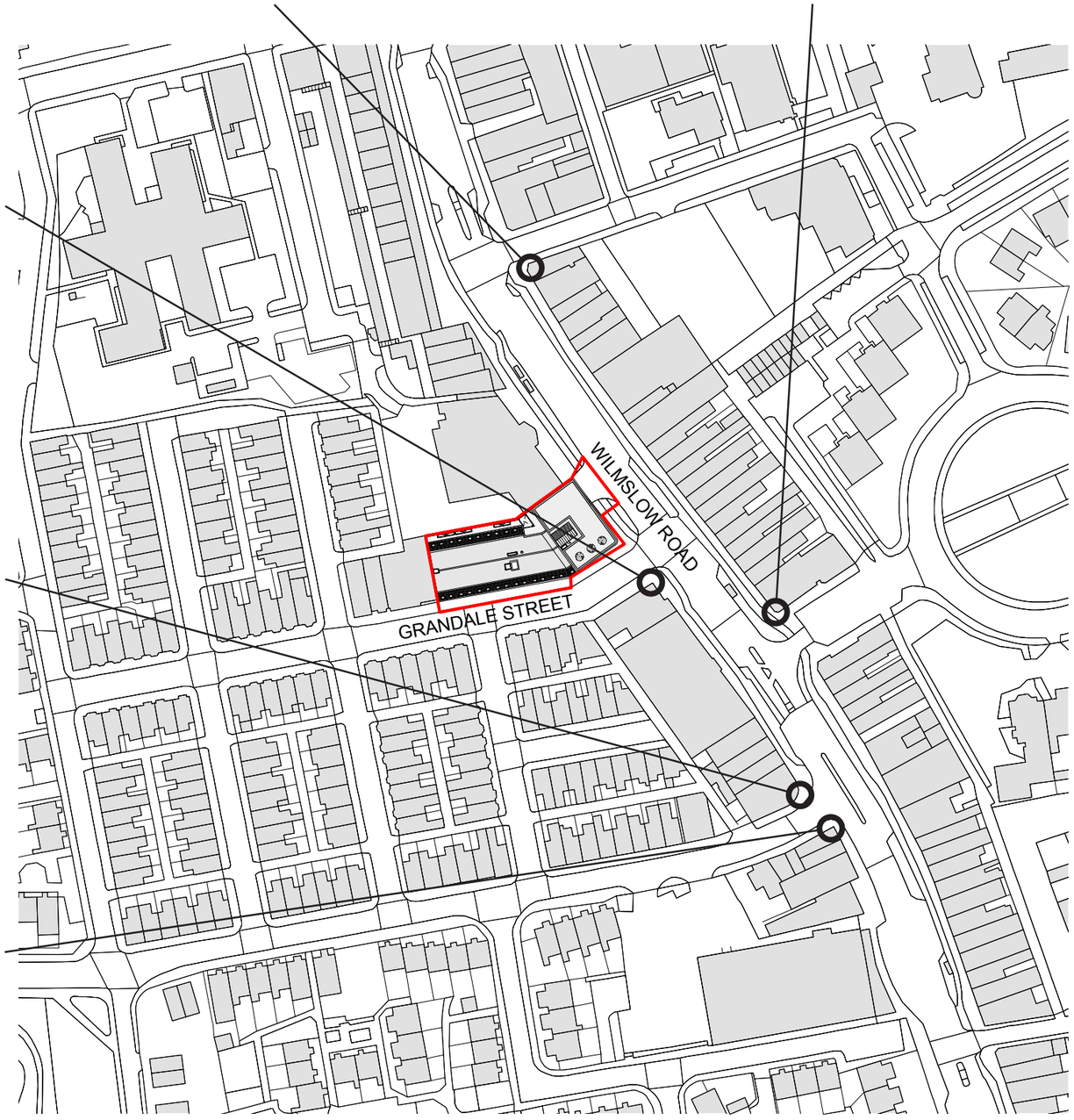












PLAN KEY

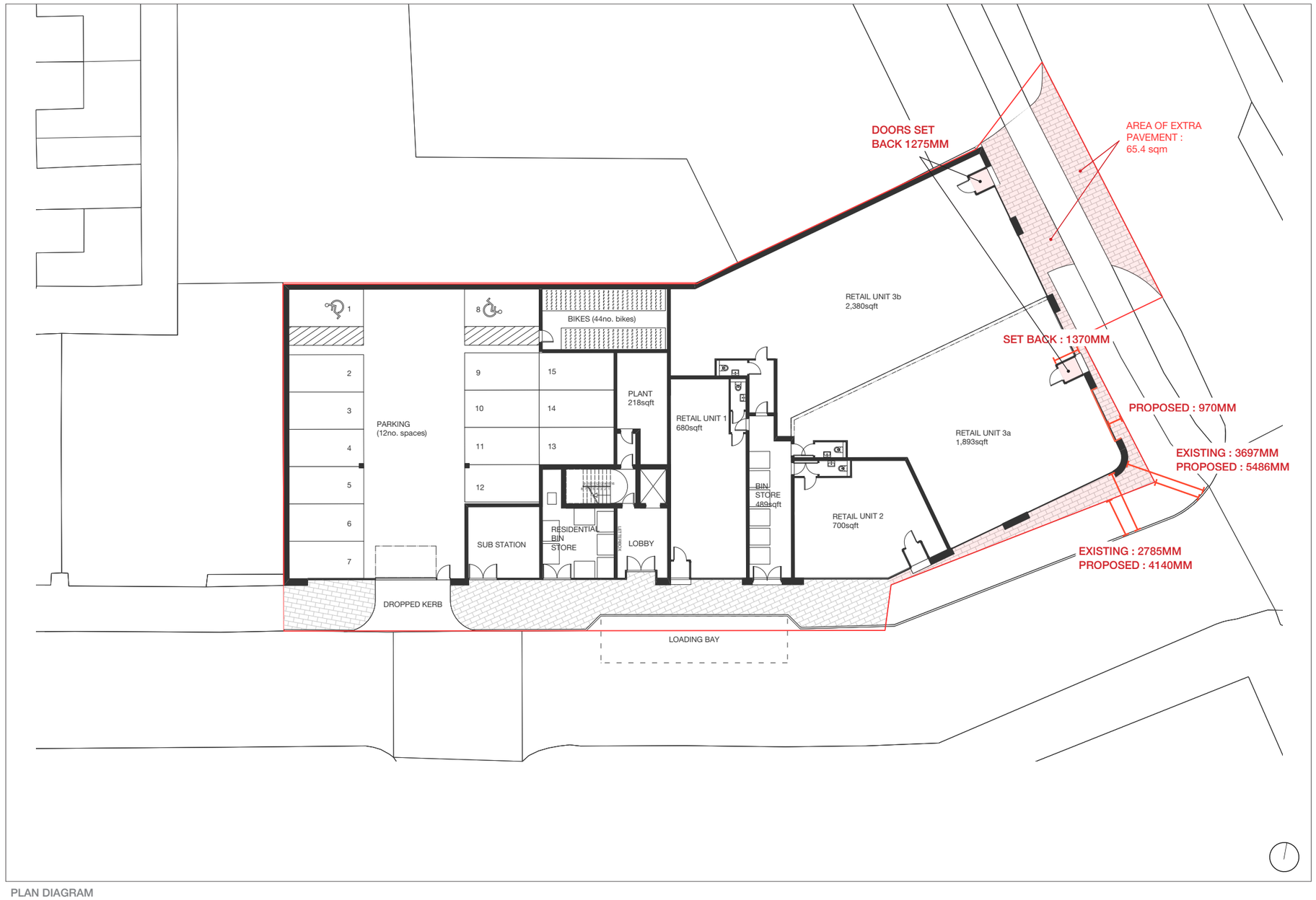
02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

GROUND FLOOR PLAN

The ground floor footprint has been designed to increase the area of pavement in front of the building along Wilmslow Road and Grandale Street. The front facing windows have been set back 500mm, whilst the entrance doors have been set back 1370mm. This resulted in the overall widths of the pavement being increased.



PLAN DIAGRAM

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

There are a number of recently approved and built schemes along Wilmslow Road and the side streets at the same scale or larger. Some examples are included on the following pages.

RECENTLY CONSENTED SCHEMES |
25-33 WILMSLOW ROAD

- Application Numver - 076696/FO/2005/N2
- Description - “Erection of part **5 storey building with a part 4 part 3 storey building** at rear comprising a restaurant (A3 use) on the ground floor with 51 flats above with ground level and basement parking for 43 cars.”
- Year Approved - 2006



STREET VIEW



CONTEXT ELEVATION



FIRST FLOOR PLAN

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

RECENTLY CONSENTED SCHEMES |
333 GREAT WESTERN STREET

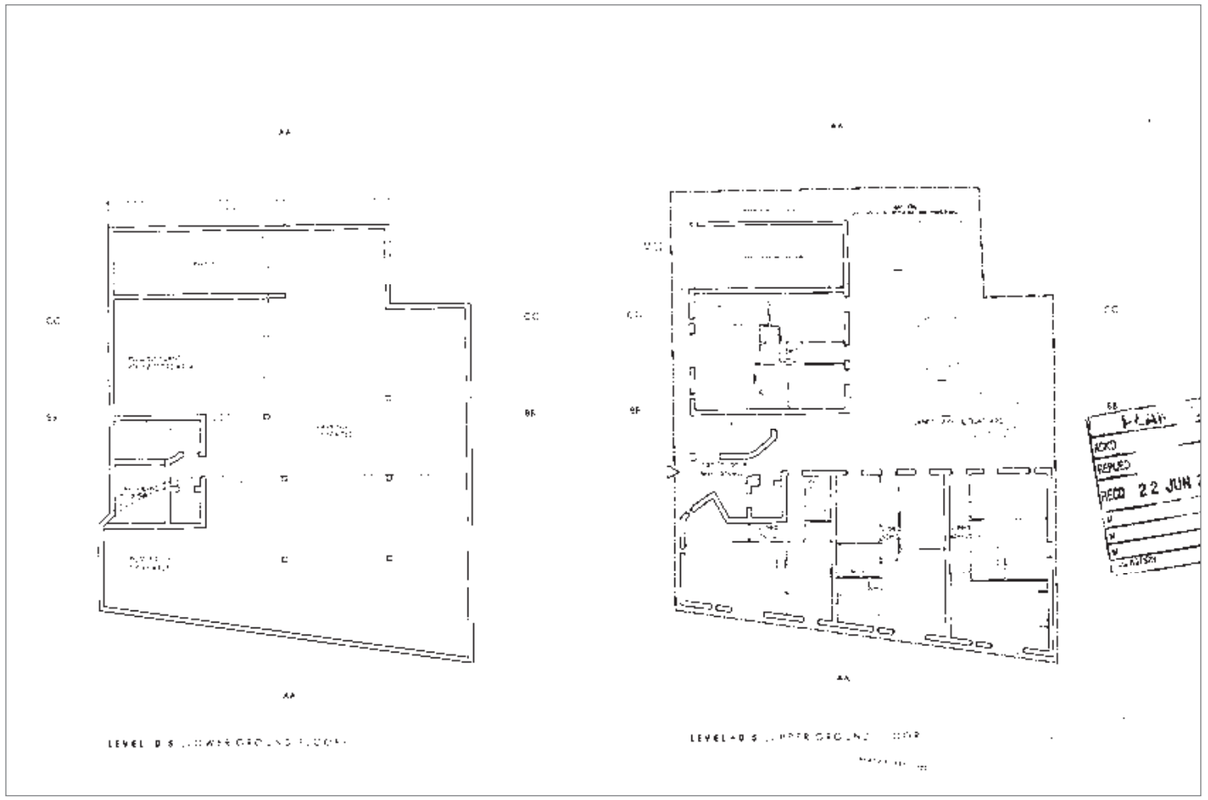
- Application Reference - 079363/FO/2006/S
- Description - “Erection of a part **3 part 4 storey** building comprising 17 self contained flats.”
- Approved - 2006
- NMA Approved - 2010



STREET VIEW



CONTEXT ELEVATION



FIRST FLOOR PLAN

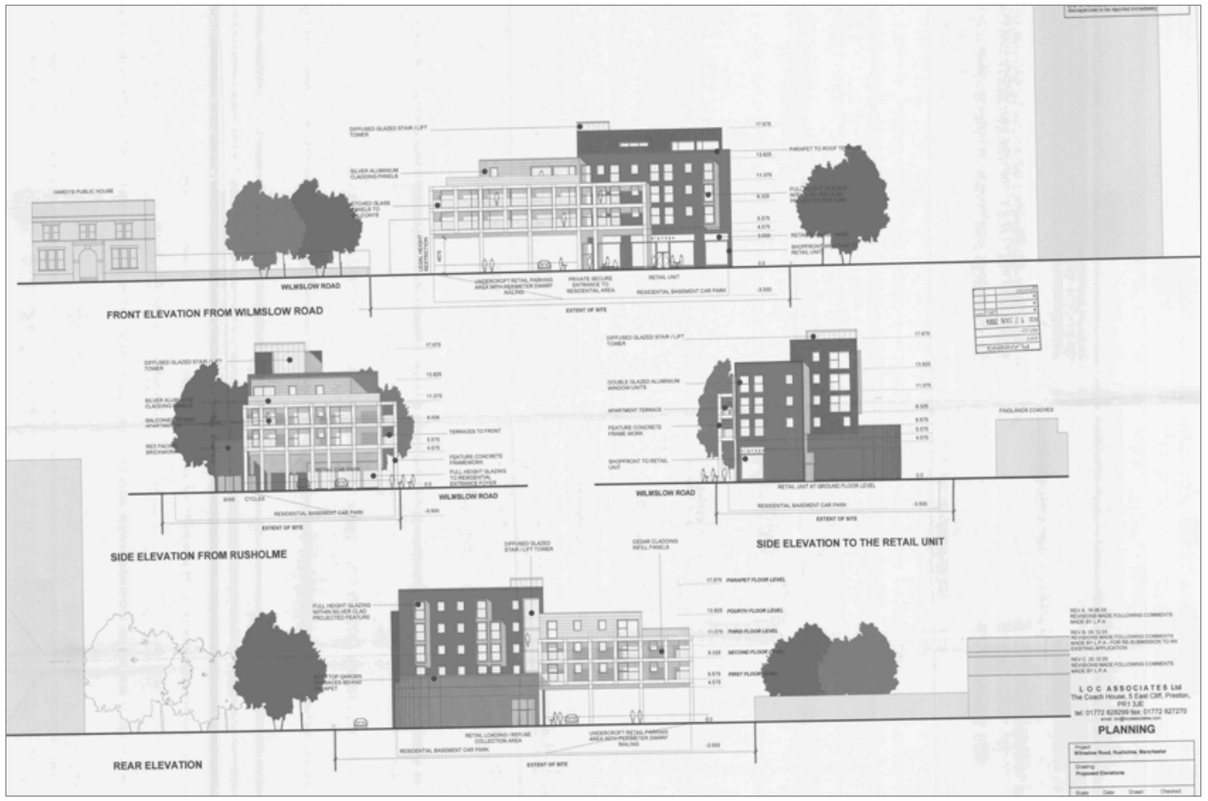
02

RESPONSE TO REFUSAL

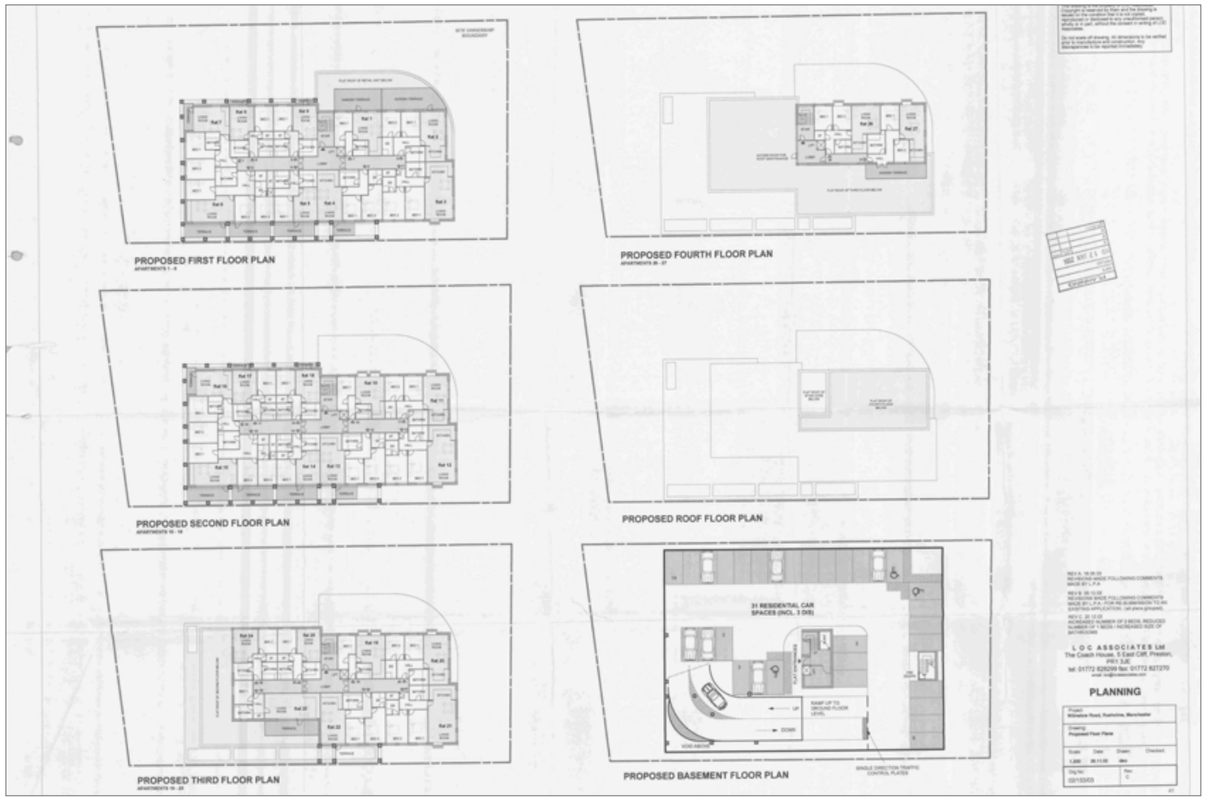
REFUSAL 5 | **SCALE**

RECENTLY CONSENTED SCHEMES | 263 WILMSLOW ROAD

- Application Reference - 066785/FO/NORTH2/02
- Description - “Revised application to form a part **four storey part five storey building** with 285 sq.m. of retail (A1) on ground floor, basement parking for 31 cars and six spaces on ground floor and creation of 27 apartments with roof garden.”
- Consented on approval - 2004



CONTEXT ELEVATION



FIRST FLOOR PLAN

02

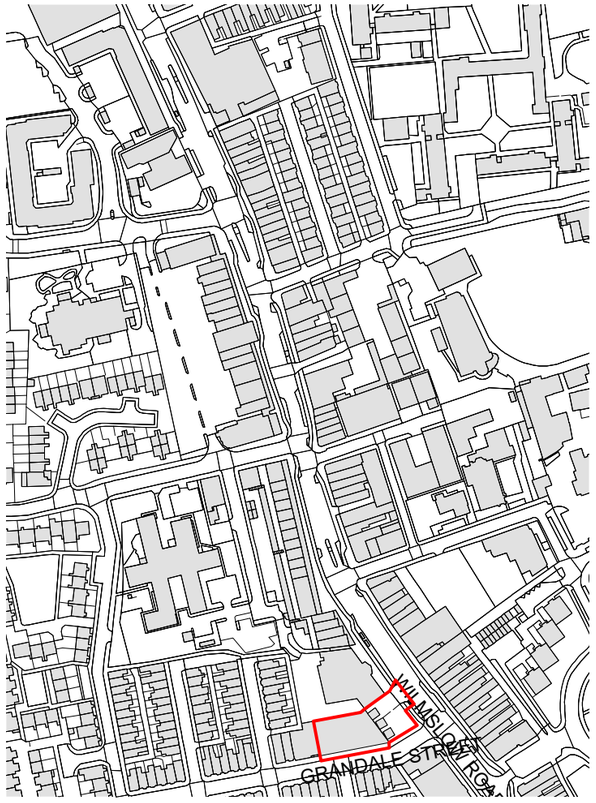
RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

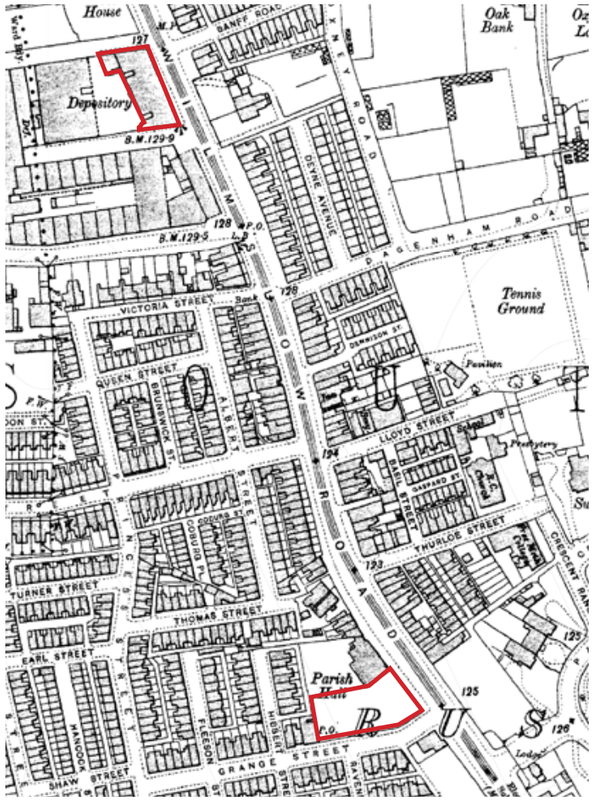
We have also looked back at the historic character of Wilmslow Road. Some high quality buildings have been lost but would have sat next to a number of buildings that still remain along Wilmslow Road.

HISTORIC CONTEXT

The depository on Wilmslow Road existed to the North of Wilmslow Road opposite Banff Road between 1870's and the 1980's.
The building was 4 storeys in height and had a prominent parapet wall, horizontal brick banding, vertical brick detailing defining the bays of the elevation, curved window heads and elaborate parapet detailing in places.
The roof has intersecting pitches, part hipped and part open gable where the gable becomes part of the elevation design.
The depository was a defining feature on Wilmslow Road for many years due to its monolithic height and form.
The building was accessed directly from the pavement with additional access/parking provided via what was once called Little Western Street which has since been removed.



PRESENT DAY LOCATION PLAN



1900'S MAP

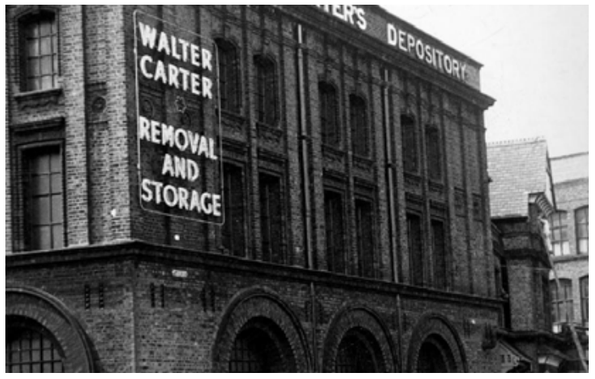


FALLOWFIELD, WILMSLOW ROAD, VIEW TOWARDS BANFF ROAD, 1904



WALTER CARTERS DEPOSITORY





02

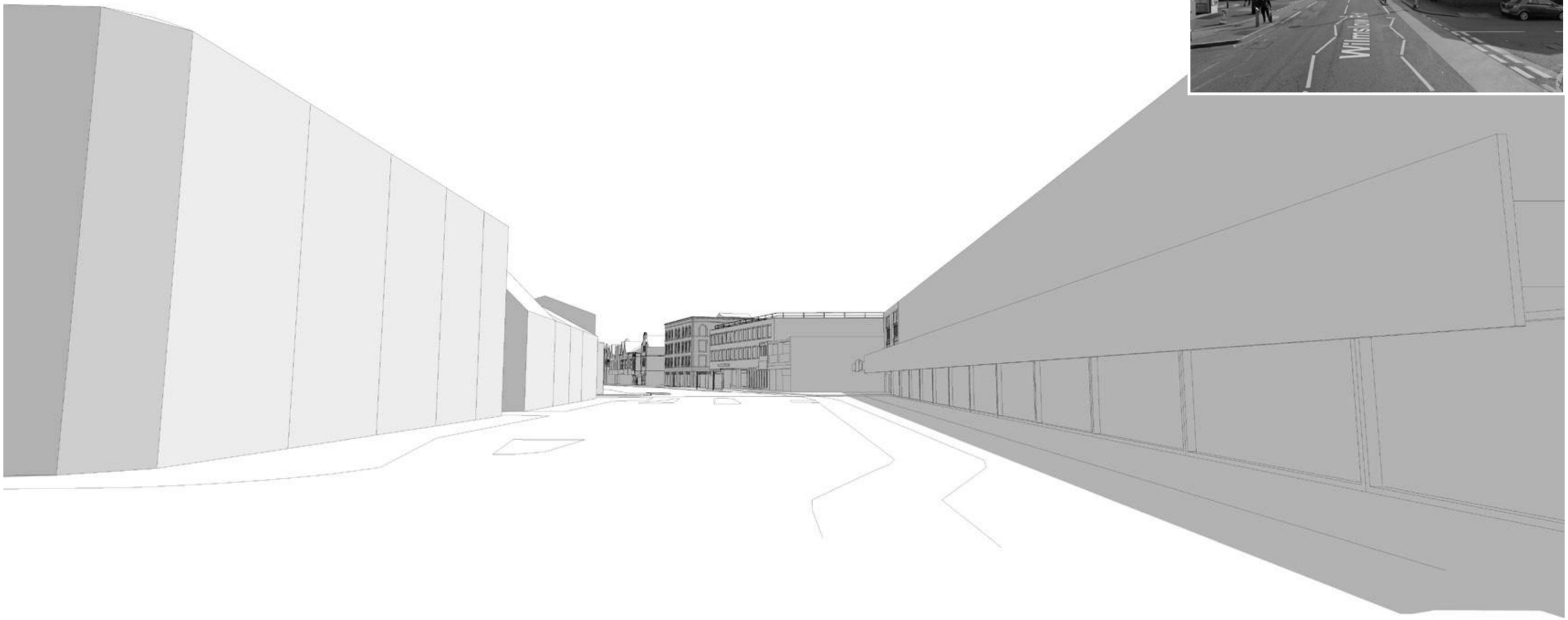
RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

The following pages show a sequential route from the north and the south along Wilmslow Road to clearly demonstrate how the proposed scheme sits within the existing street scene without being an overly dominant deature.

APPROACH FROM WILMSOW ROAD [NORTH]





VIEW 1

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [NORTH]



VIEW 2

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [NORTH]





VIEW 3

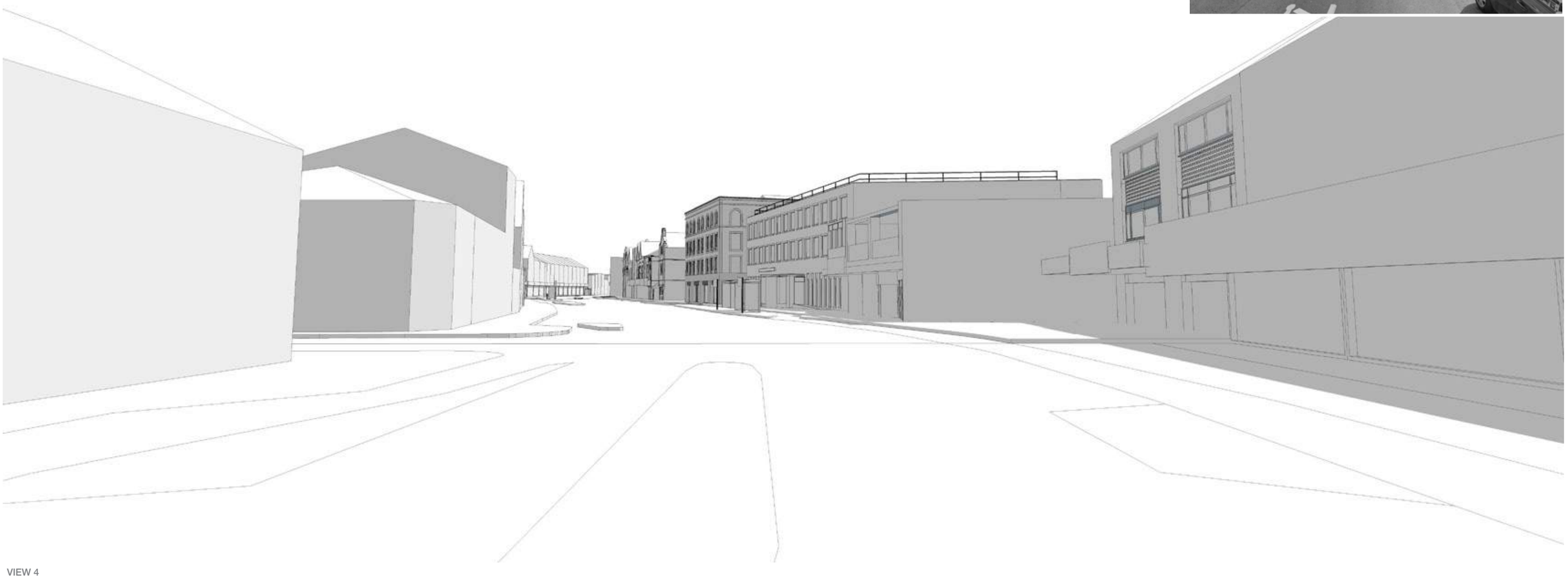
02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [NORTH]





VIEW 4

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [NORTH]





VIEW 5

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [NORTH]





VIEW 6

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [NORTH]



VIEW 7

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [NORTH]



VIEW 8

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [NORTH]



VIEW 9

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [SOUTH]



VIEW 1

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [SOUTH]





VIEW 2

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [SOUTH]



VIEW 3

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [SOUTH]





VIEW 4

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [SOUTH]





VIEW 5

02

RESPONSE TO REFUSAL

REFUSAL 5 | **SCALE**

APPROACH FROM WILMSOW ROAD [SOUTH]



VIEW 6

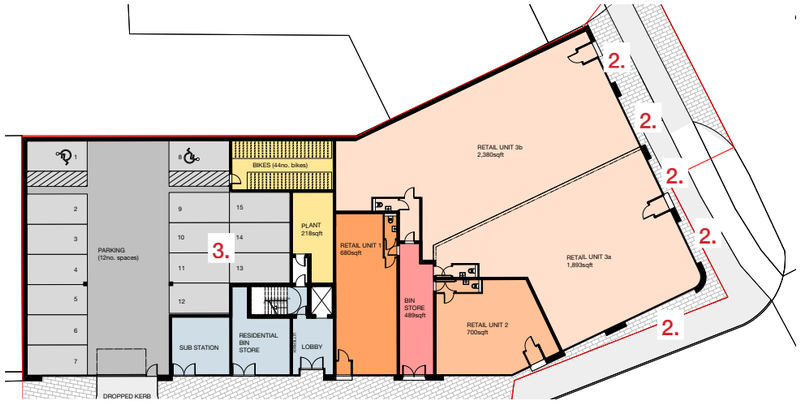
02

RESPONSE TO REFUSAL

REFUSAL | **SUMMARY OF THE CHANGES**

THE CHANGES:

1. REDUCED HEIGHT [Dropped by 450mm]
2. INCREASED SET BACK OF GLAZING AT GF LEVEL
3. INCREASED PARKING [Previous: 12No. Spaces, Updated: 15No. Spaces]
4. REDUCED BUILT FOOTPRINT TO 1ST, 2ND & 3RD FLOORS [120.3sqft removed from each floor in the elbow of the plan]
5. REVISED WINDOW DESIGN TO NORTH ELEVATION



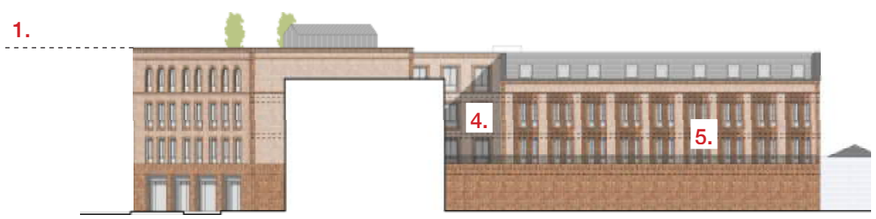
GROUND FLOOR PLAN



FIRST FLOOR PLAN



NORTH AND SOUTH ELEVATIONS



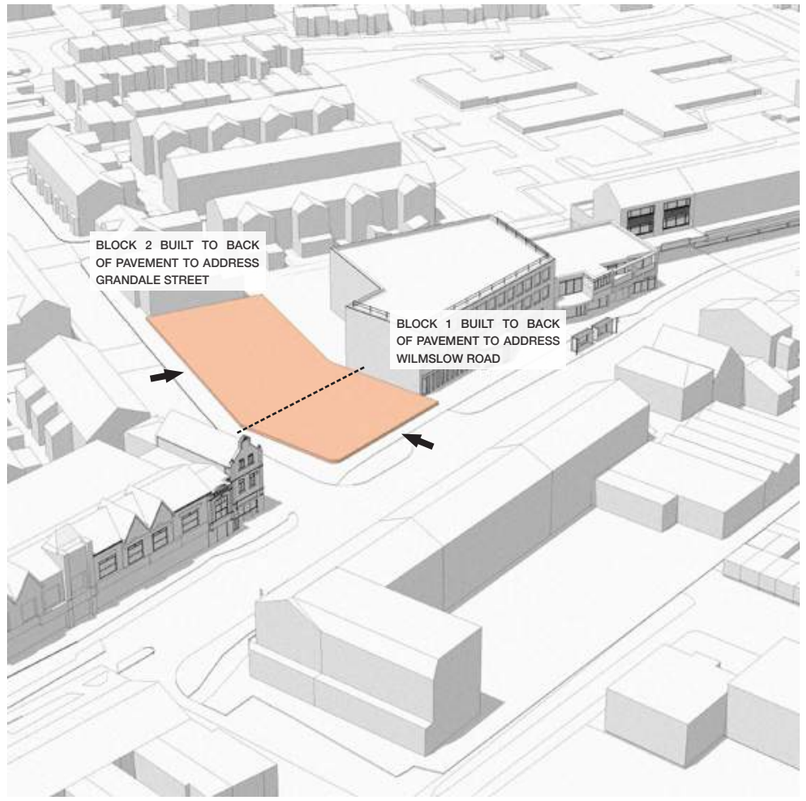
02

DESIGN STRATEGY

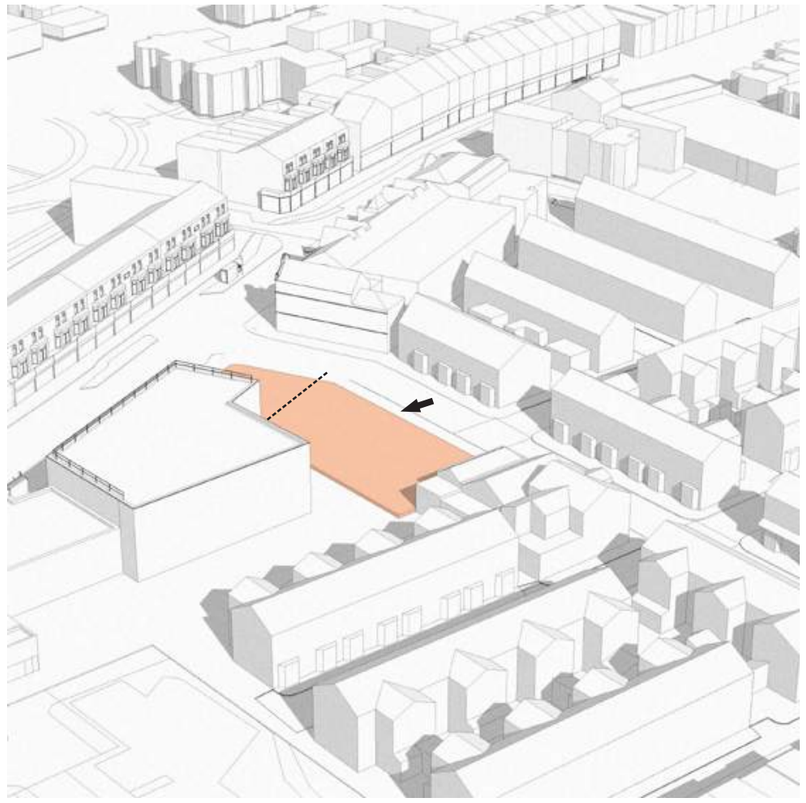
LAYOUT

Block 1 is built to back of pavement to respond to its Wilmslow Road context. Ground floor shop fronts provide an active street scene in keeping with the area.

Similalry, Block 2 is built to back of pavement to repsond to the building line on Grandale Street.



AERIAL VIEW - SOUTH EAST



AERIAL VIEW - NORTH WEST

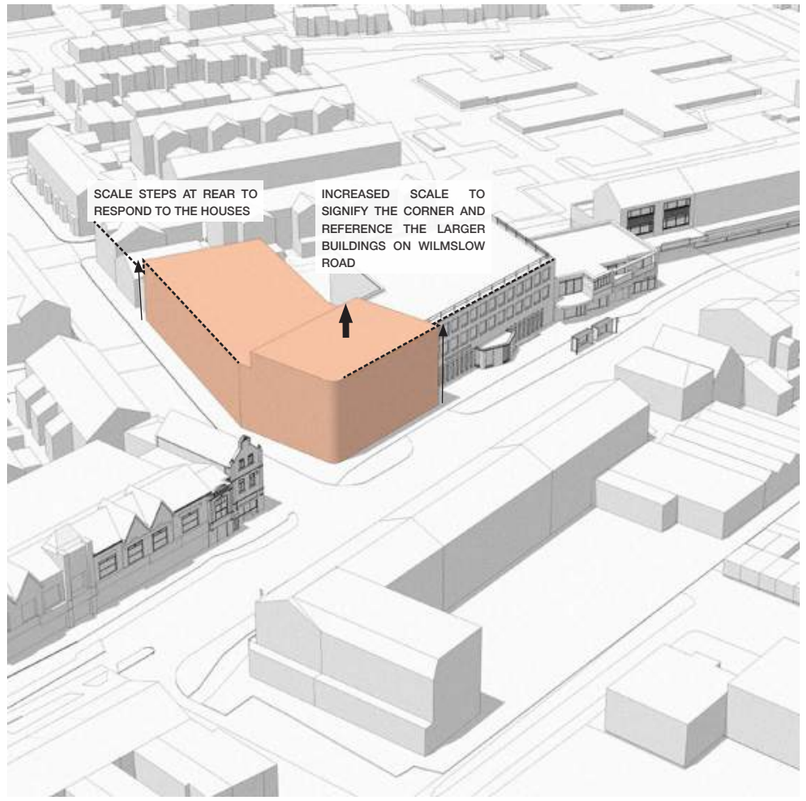
02

DESIGN STRATEGY

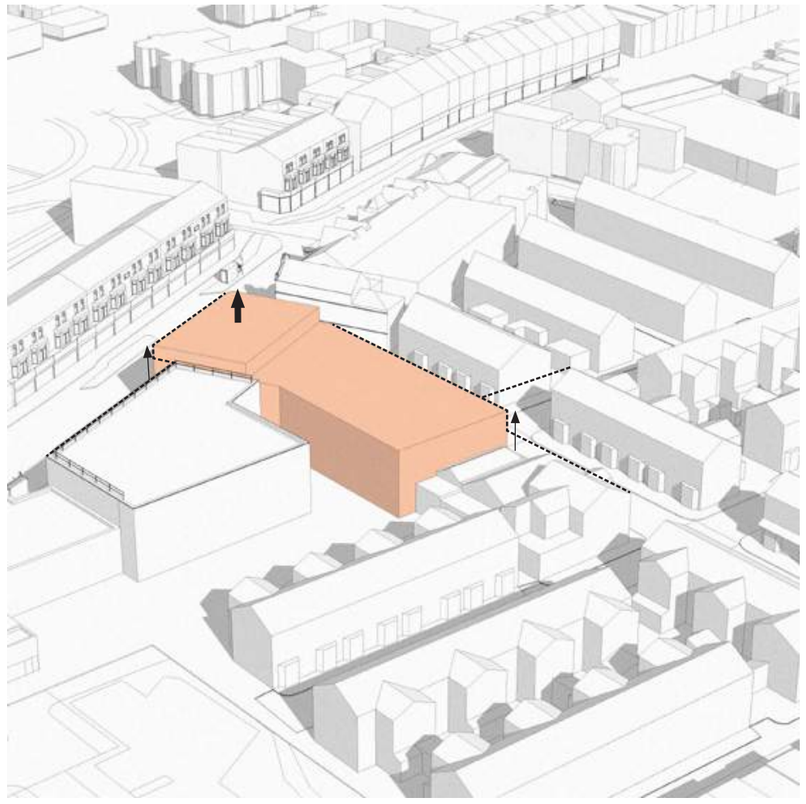
SCALE

To signify the corner plot, and to responds to the larger buildings on Wilmslow Road, there is an increase in scale to Block 1.

In contrast, Block 2 steps down to respond to the residential housing at the rear of the site along Grandale Street.



AERIAL VIEW - SOUTH EAST



AERIAL VIEW - NORTH WEST

02

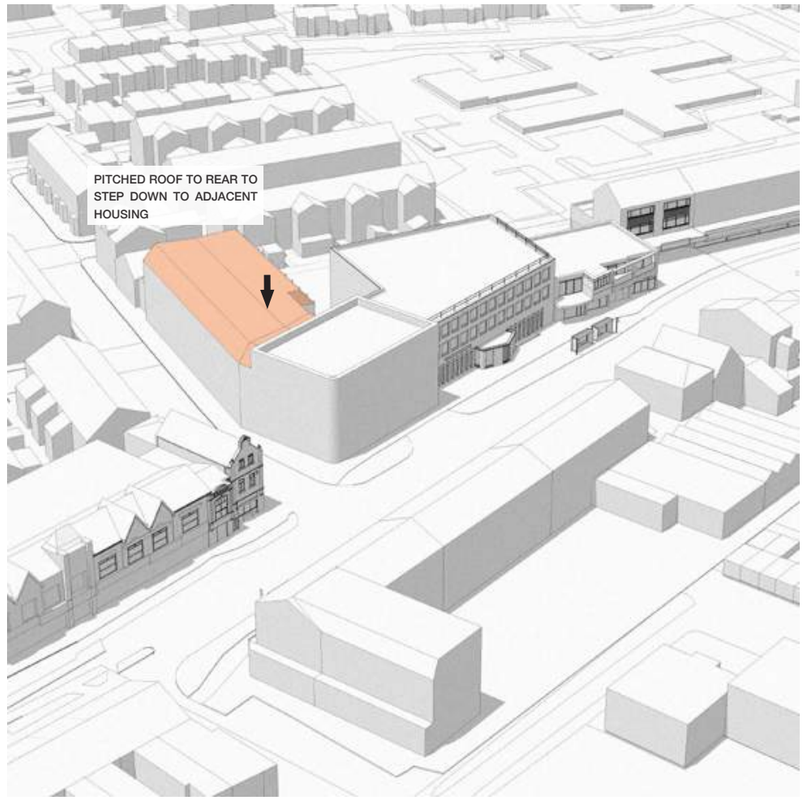
DESIGN STRATEGY

FORM

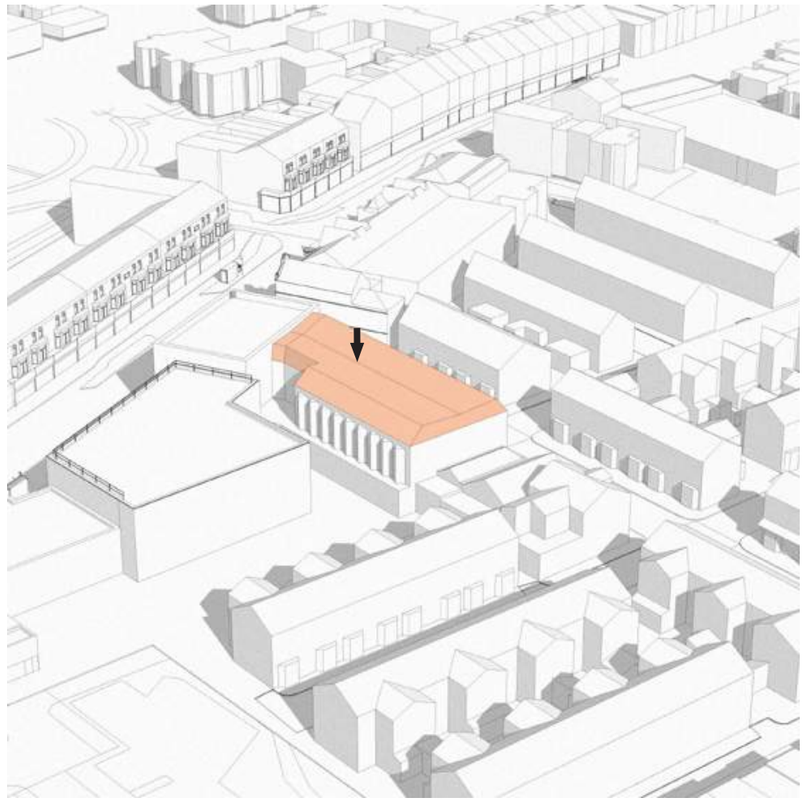
The form takes reference from the immediate context. The parapet roof on the Wilsmow Road facing block refers to the neighbouring building to the north and also helps to reduce the visual impacts of the roof servicing on views from street level.

The back block of the building has a pitched butterfly form to maximise ceiling heights in the upper floor apartements. The slope also reduces the visual impact at street level.

The rear of the building features extruding 30˚ angled windows. This reduces the looki ng distances to the immediate site north of the site, limiting overlooking if future development takes place. The angles also increase daylighting into the apartments, capturing more evening light.



AERIAL VIEW - SOUTH EAST



AERIAL VIEW - NORTH WEST

02

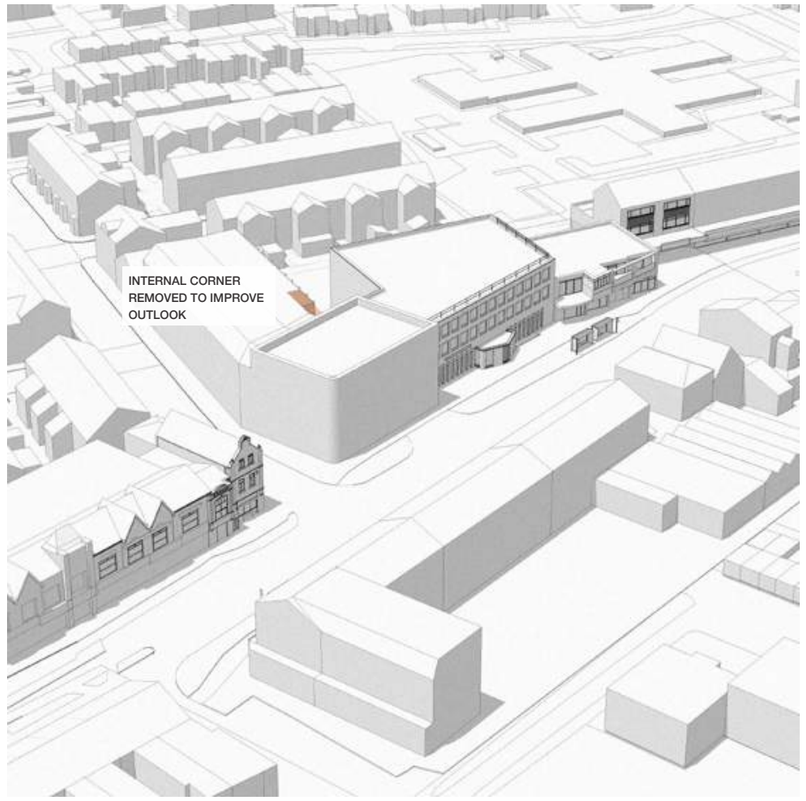
DESIGN STRATEGY

FORM

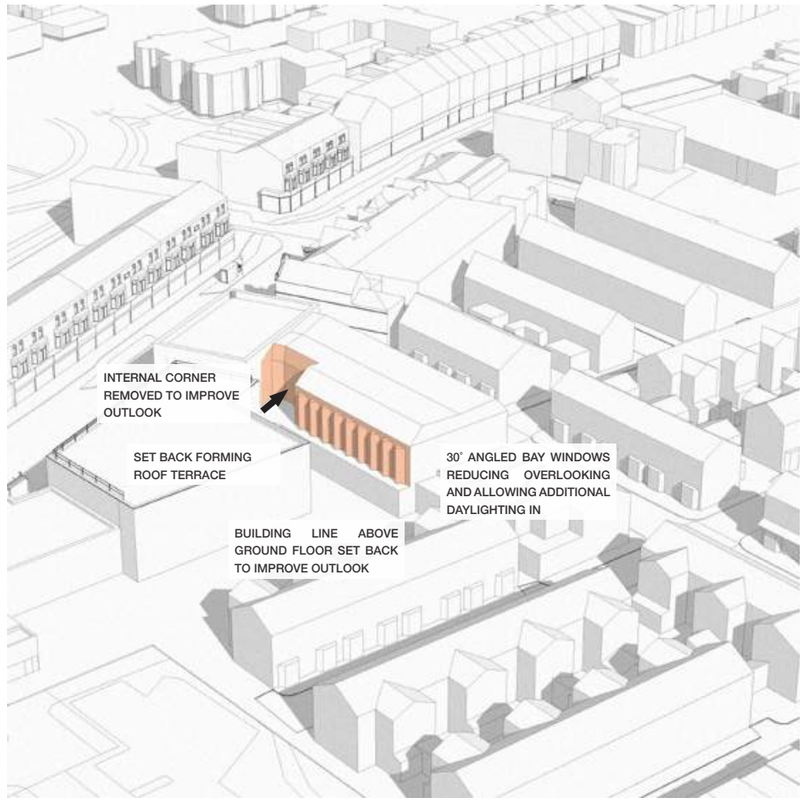
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AERIAL VIEW - SOUTH EAST



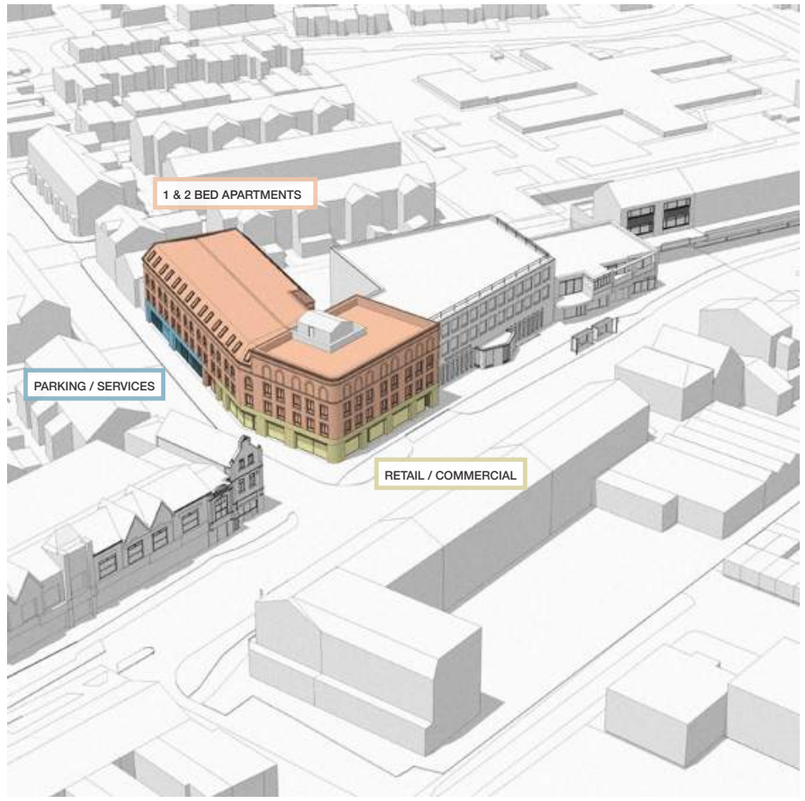
AERIAL VIEW - NORTH WEST

02

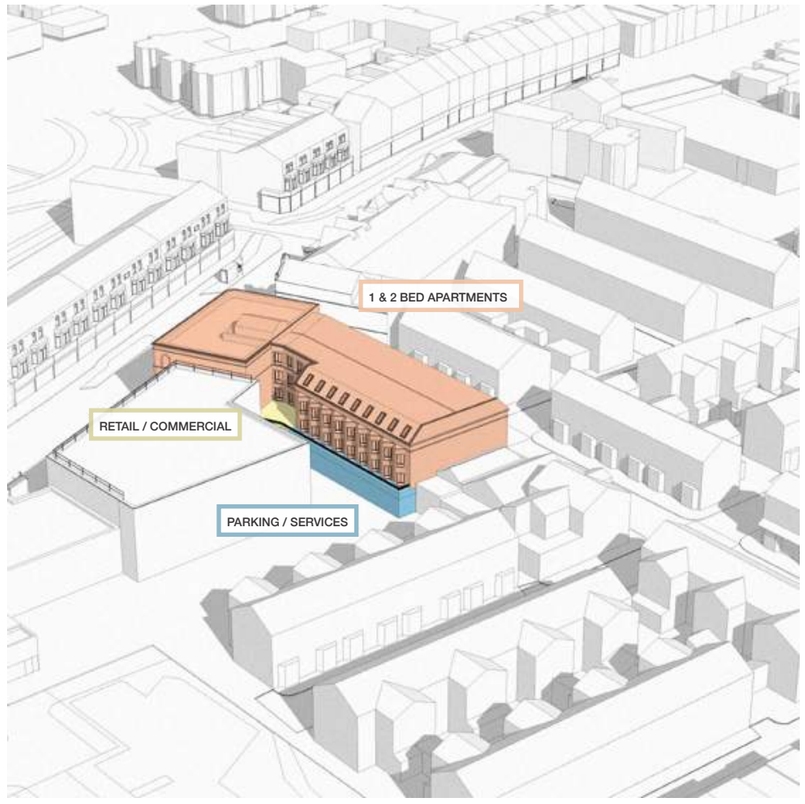
DESIGN STRATEGY

USE

Retail and commercial spaces are at ground floor on both Wilmslow Road and Grandale street, with residential 1 and 2 bed apartments at first floor and above. Parking access is kept off the main street.



AERIAL VIEW - SOUTH EAST



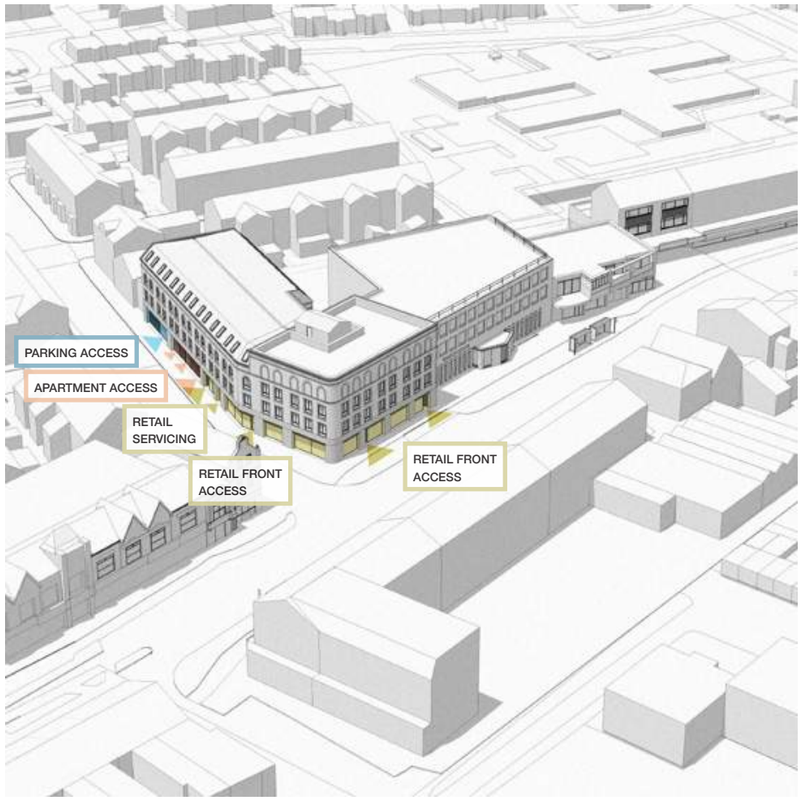
AERIAL VIEW - NORTH WEST

02

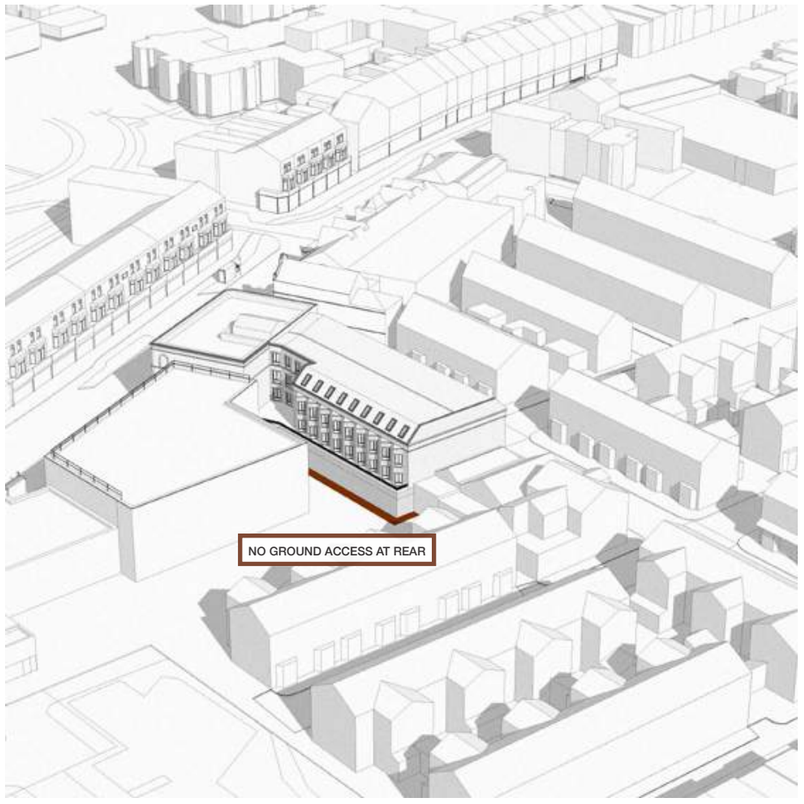
DESIGN STRATEGY

ACCESS

All access is available from Wilmslow Road and Grandale Street. The public retail units/ shop fronts face onto Wilmslow Road (the primary road). Servicing to these such as bin stores are accessible further back along Grandale Street. The private elements such as parking and apartments are all accessible along Grandale Street.



AERIAL VIEW - SOUTH EAST



AERIAL VIEW - NORTH WEST

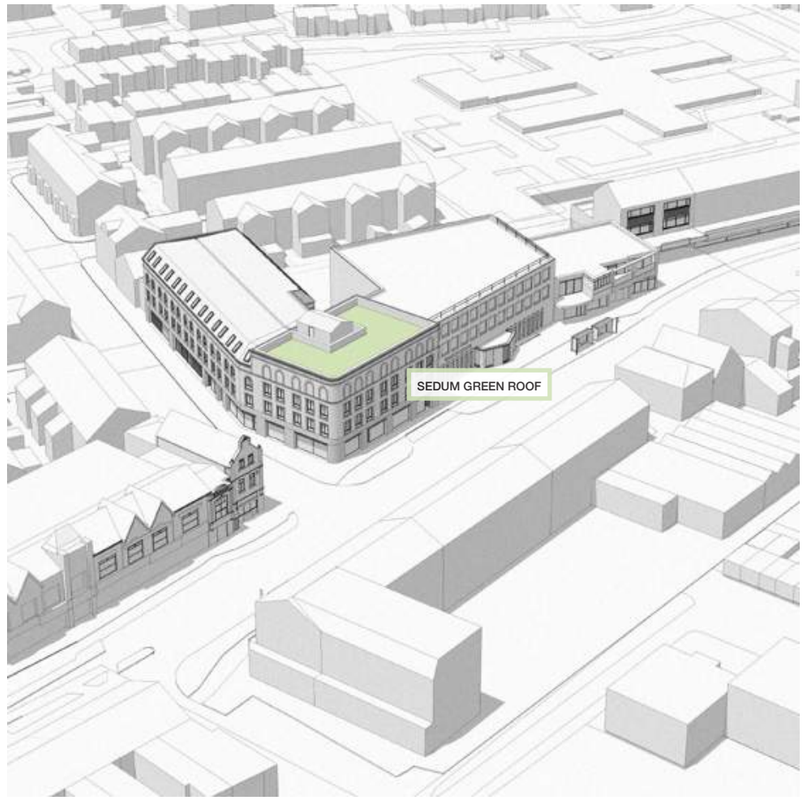
02

DESIGN STRATEGY

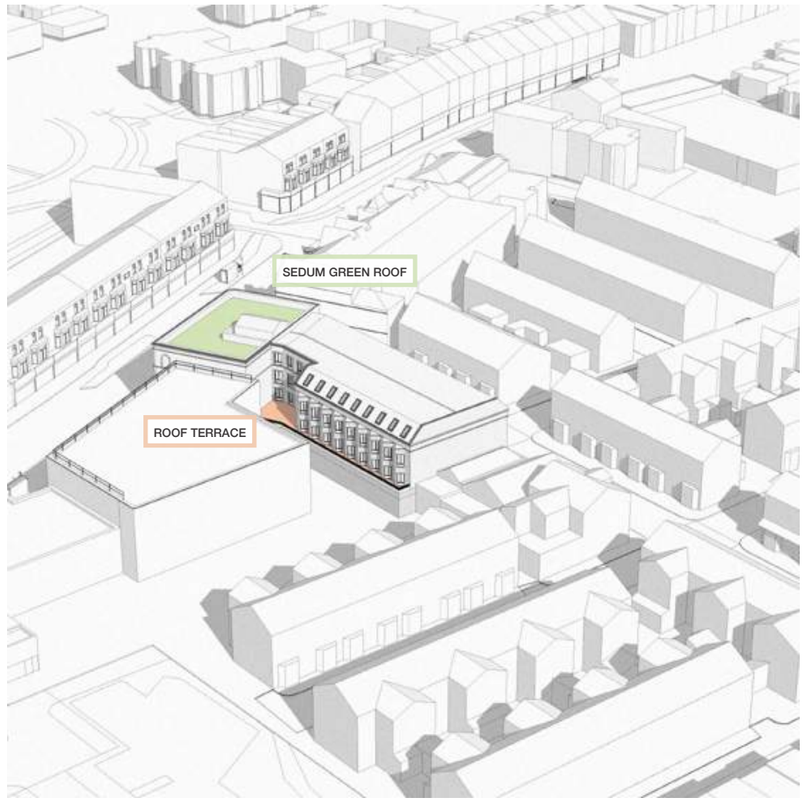
LANDSCAPING

Private terraces have been design to the rear of the first floor apartments.

The taller block features a sedum green roof.



AERIAL VIEW - SOUTH EAST



AERIAL VIEW - NORTH WEST

02

DESIGN STRATEGY

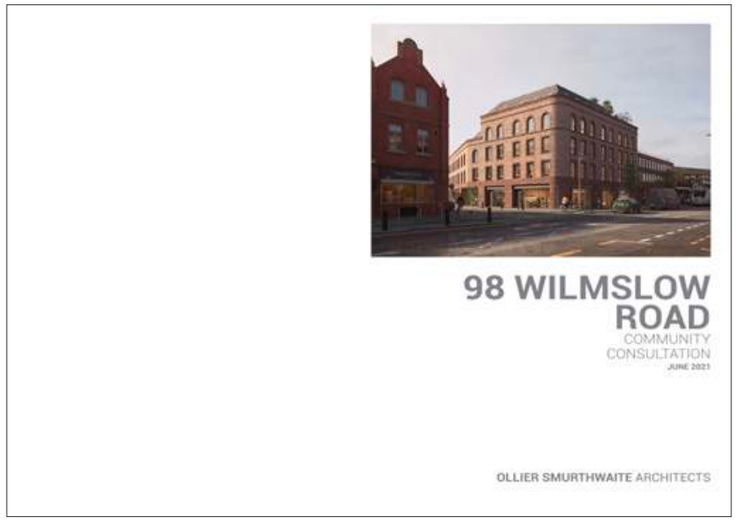
PUBLIC CONSULTATION

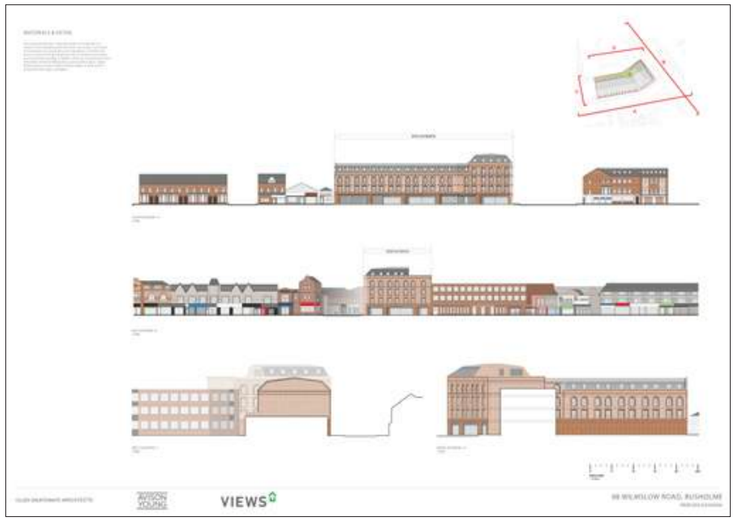
An online consultation was hosted in June 2021 by Avison Young.

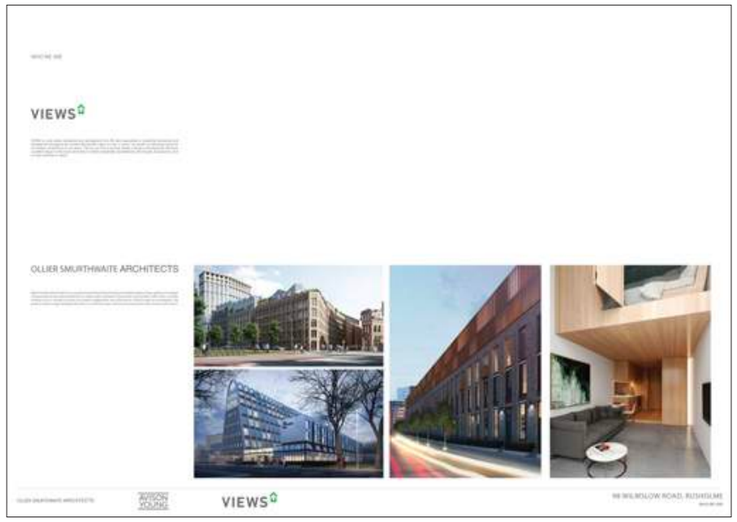
There were some concerns raised about the parking provision.

Generally the comments and feedback was very positive and the proposals were welcomed and seen as an improvement on what was already there.

The comments received informed further design development to the scheme.













02

DESIGN STRATEGY

PRE-APPLICATION CONSULTATION

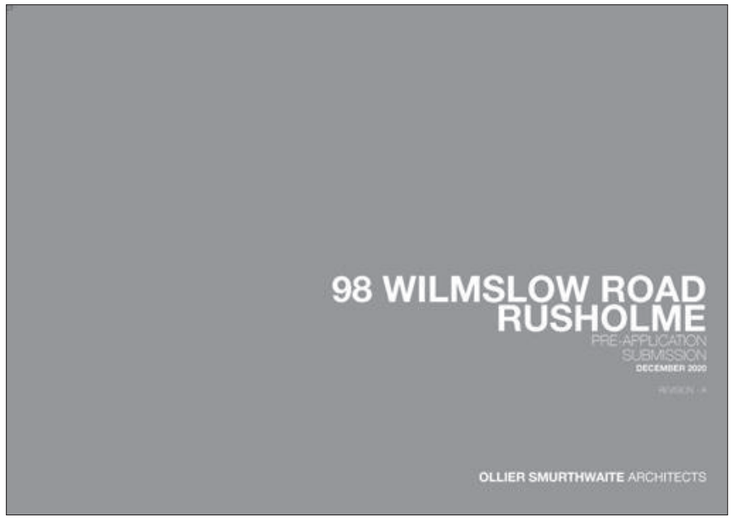
The pre-application submission was welcomed and the feedback was positive.

A robust travel plan was requested to justify the level of parking provision and to avoid any further issues with on street parking.

The design was complimented and seen as an opportunity to make a positive contribution to the area.

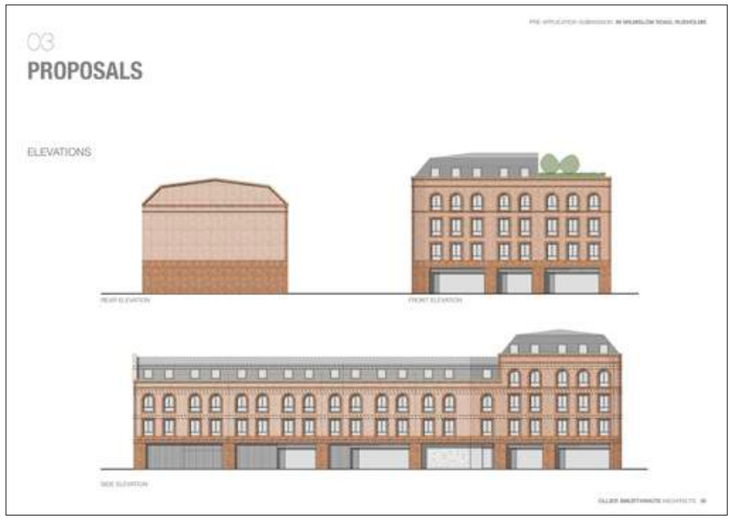
Following the feedback and further design development the fourth floor accommdation was removed to reduce the height of the building and improve the viability of the scheme. This reduced the dwelling numbers and improved the parking provision ratio.

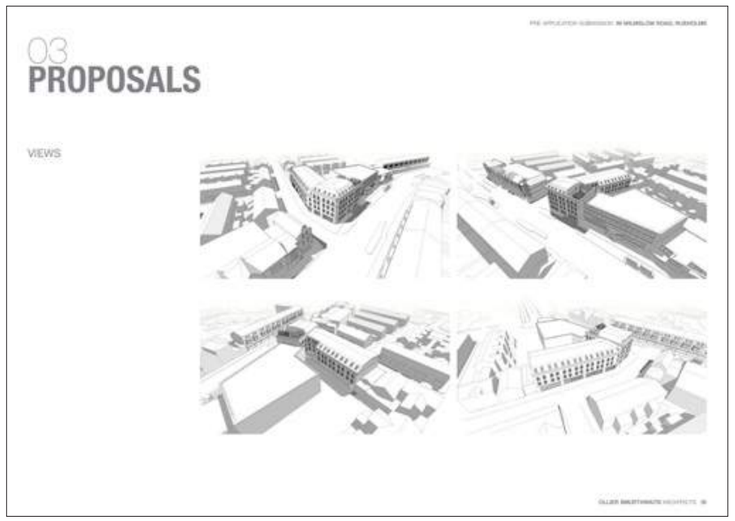
Further efficiencies were worked into the plan by moving the residential core and providing larger retail units facing Wilmslow Road and positioning more of the front doors to the retail units on Wilmslow Road and less on Grandale Street away from the residential properties along that street.

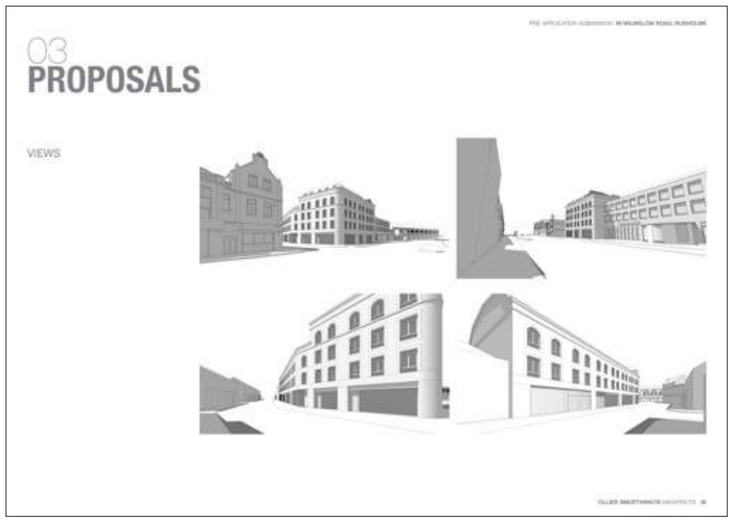












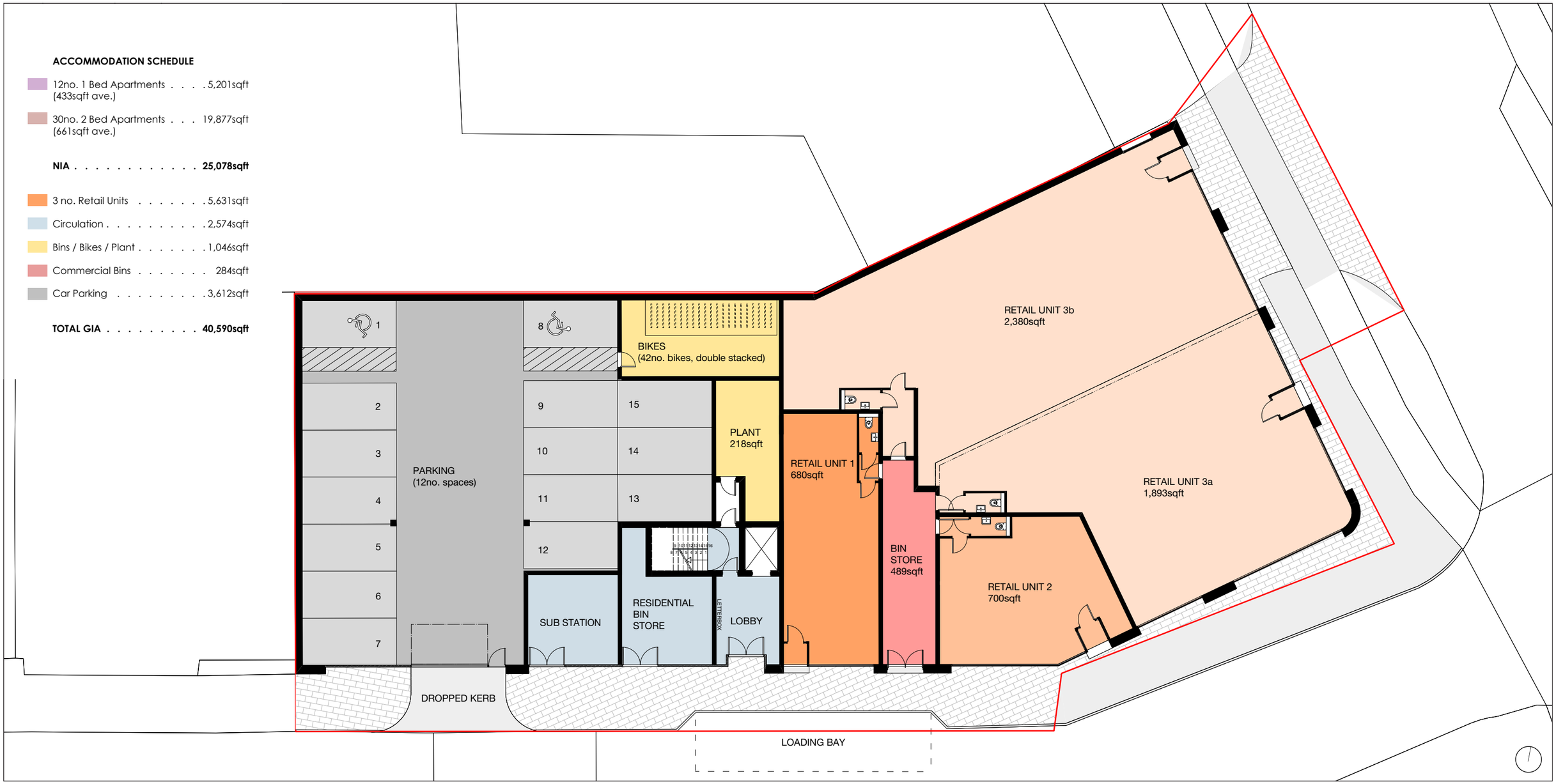
03

PROPOSALS

GROUND FLOOR PLAN

ACCOMMODATION SCHEDULE

12no. 1 Bed Apartments (433sqft ave.)	5,201sqft
30no. 2 Bed Apartments (661sqft ave.)	19,877sqft
NIA	**25,078sqft**
3 no. Retail Units	5,631sqft
Circulation	2,574sqft
Bins / Bikes / Plant	1,046sqft
Commercial Bins	284sqft
Car Parking	3,612sqft
TOTAL GIA	**40,590sqft**



03

PROPOSALS

FIRST FLOOR PLAN

ACCOMMODATION SCHEDULE

12no. 1 Bed Apartments (433sqft ave.)	5,201sqft
30no. 2 Bed Apartments (661sqft ave.)	19,877sqft
NIA	**25,078sqft**
3 no. Retail Units	5,631sqft
Circulation	2,574sqft
Bins / Bikes / Plant	1,046sqft
Commercial Bins	284sqft
Car Parking	3,612sqft
TOTAL GIA	**40,590sqft**



03

PROPOSALS

SECOND FLOOR PLAN

ACCOMMODATION SCHEDULE

12no. 1 Bed Apartments (433sqft ave.)	5,201sqft
30no. 2 Bed Apartments (661sqft ave.)	19,877sqft
NIA	**25,078sqft**
3 no. Retail Units	5,631sqft
Circulation	2,574sqft
Bins / Bikes / Plant	1,046sqft
Commercial Bins	284sqft
Car Parking	3,612sqft
TOTAL GIA	**40,590sqft**



03

PROPOSALS

THIRD FLOOR PLAN

ACCOMMODATION SCHEDULE

12no. 1 Bed Apartments (433sqft ave.)	5,201sqft
30no. 2 Bed Apartments (661sqft ave.)	19,877sqft
NIA	**25,078sqft**
3 no. Retail Units	5,631sqft
Circulation	2,574sqft
Bins / Bikes / Plant	1,046sqft
Commercial Bins	284sqft
Car Parking	3,612sqft
TOTAL GIA	**40,590sqft**



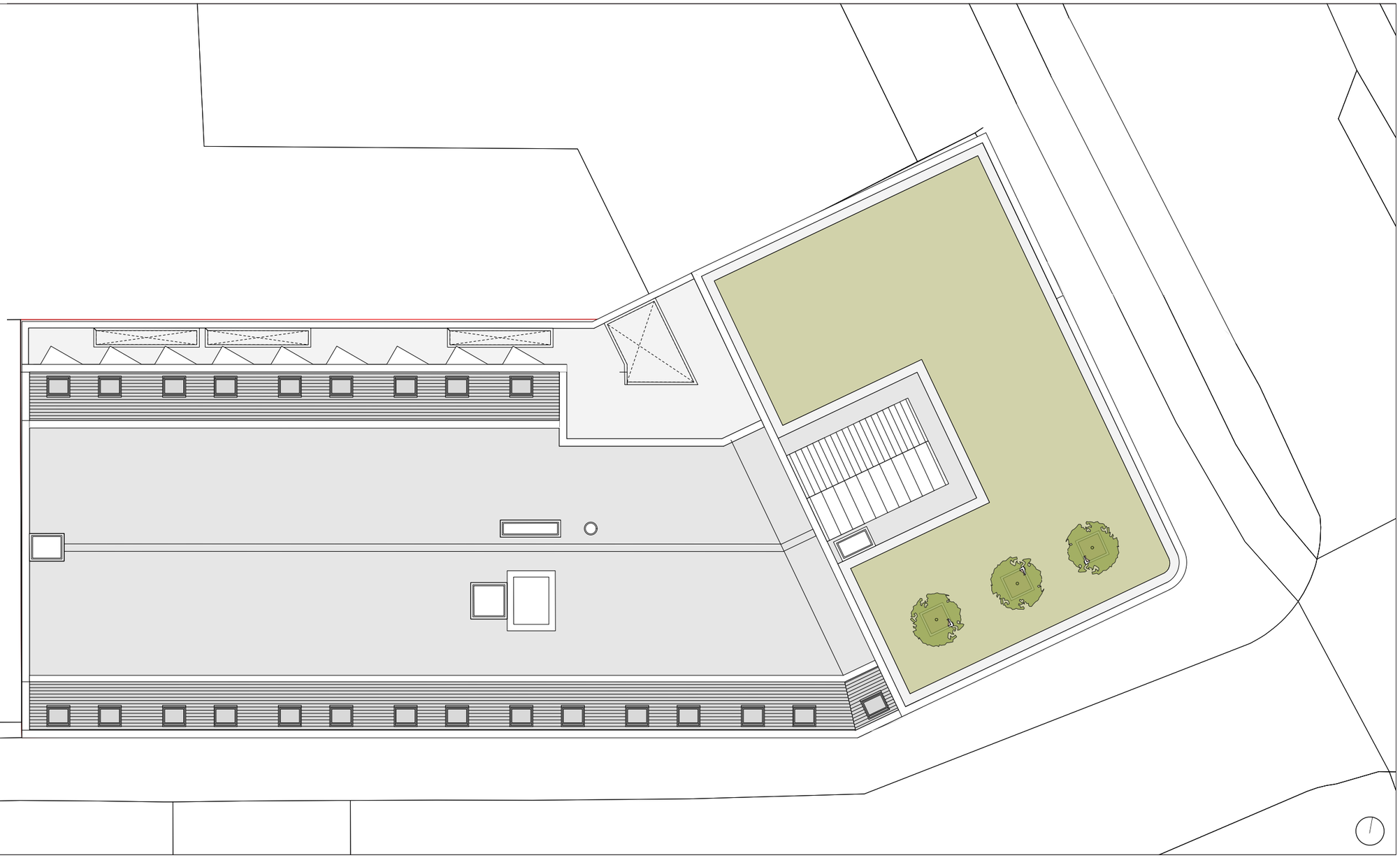
03

PROPOSALS

GROUND FLOOR PLAN

ACCOMMODATION SCHEDULE

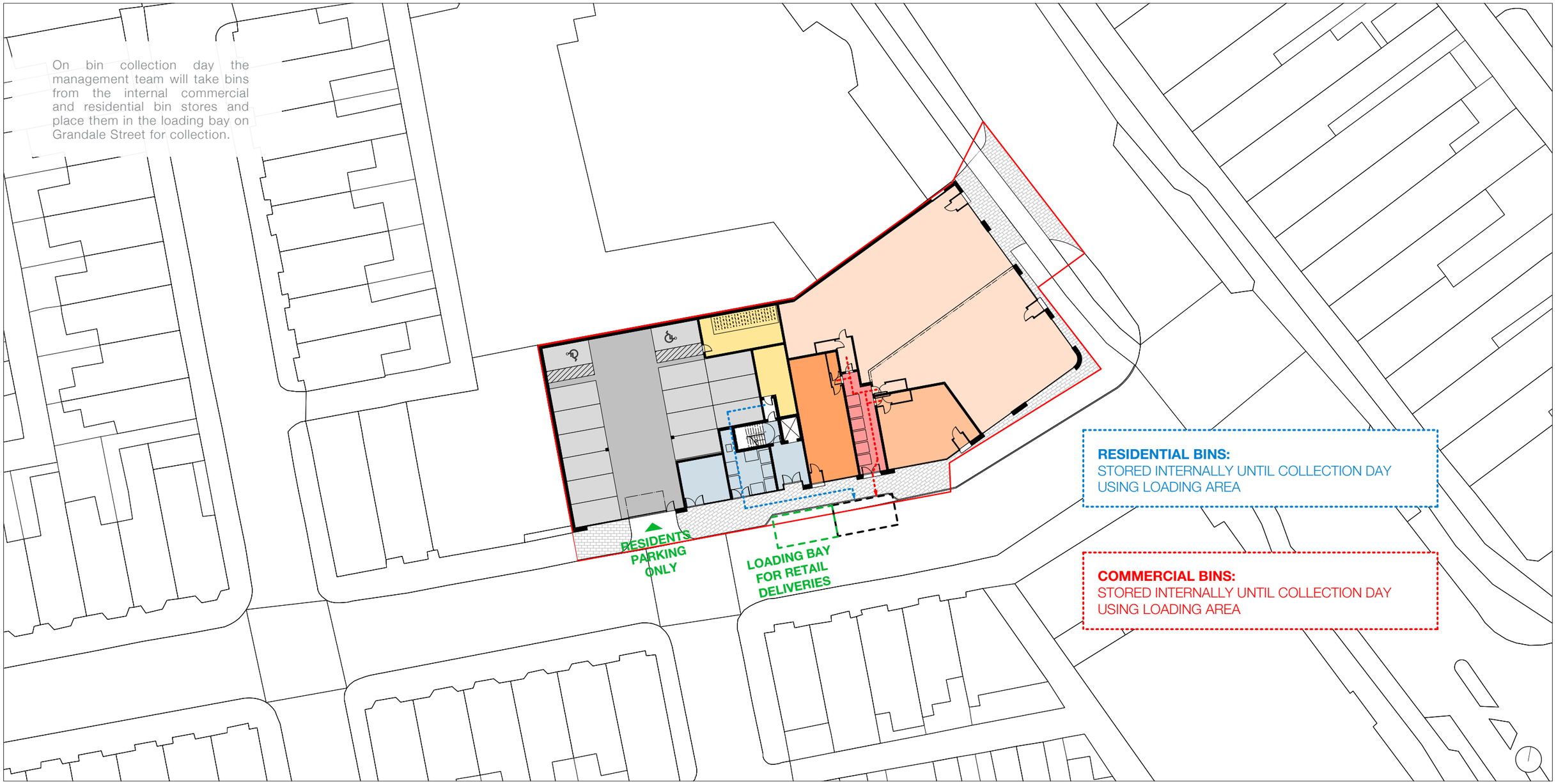
12no. 1 Bed Apartments (433sqft ave.)	5,201sqft
30no. 2 Bed Apartments (661sqft ave.)	19,877sqft
NIA	**25,078sqft**
3 no. Retail Units	5,631sqft
Circulation	2,574sqft
Bins / Bikes / Plant	1,046sqft
Commercial Bins	284sqft
Car Parking	3,612sqft
TOTAL GIA	**40,590sqft**



03

PROPOSALS

SERVICING PLAN

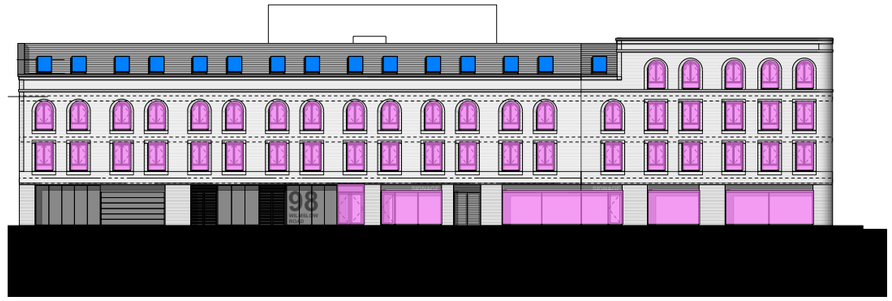


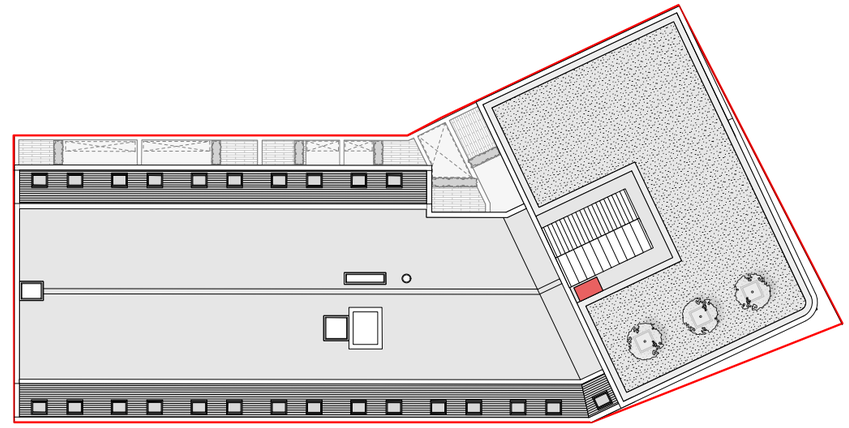
03

PROPOSALS

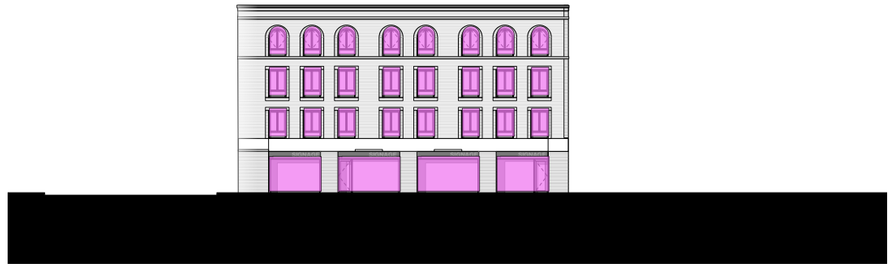
MAINTENANCE

All of the windows on the street facing elevations can be cleaned with a pole from street level. As the car park behind the site is private there is no access to the rear elevations so all of the windows have been designed to comply with the self cleaning dimensions set out in the Approved Document K. The tilt turn roof lights are also cleaned from the inside.



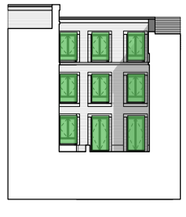


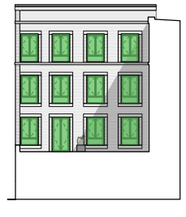
THE PLANT AND DRAINAGE ON THIS ROOF CAN BE ACCESSED AND INSPECTED FROM THE COMMON PARTS OF THE BUILDING.

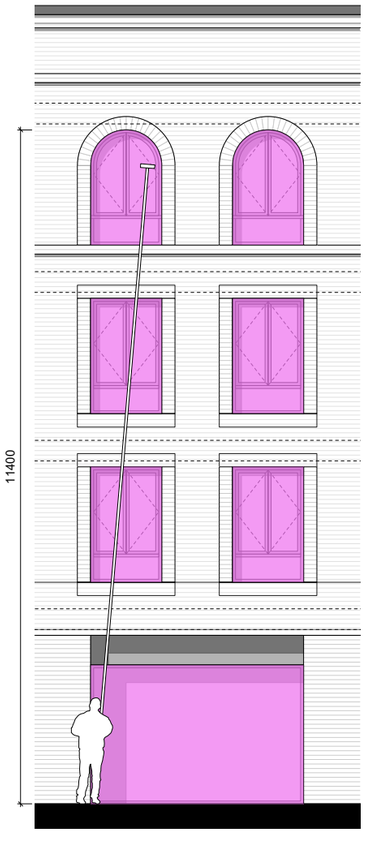




REAR ELEVATION





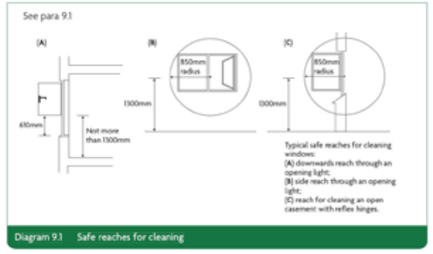


CENTRE PIVOT ROOF LIGHTS

WINDOWS ON FACADES FACING WILMSLOW ROAD AND GRANDALE STREET WILL BE CLEANED BY POLE. POLE CLEANING CAN REACH UP TO 19M.

INWARD OPENING WINDOWS ON NORTH AND WEST FACADES WILL BE CLEANED FROM THE INSIDE IN COMPLIANCE WITH THE BUILDING REGULATIONS

ROOF ACCESS

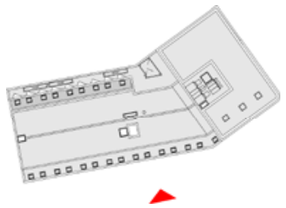


(Approved Document K, 2013:44)

03

PROPOSALS

ELEVATION A



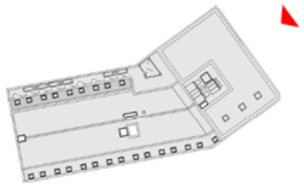


SIDE ELEVATION (SOUTH) - GRANDALE STREET

03

PROPOSALS

ELEVATION B



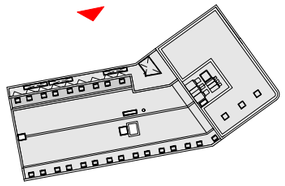


FRONT ELEVATION (EAST) - WILMSLOW ROAD

03

PROPOSALS

ELEVATION C



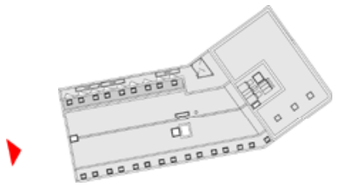


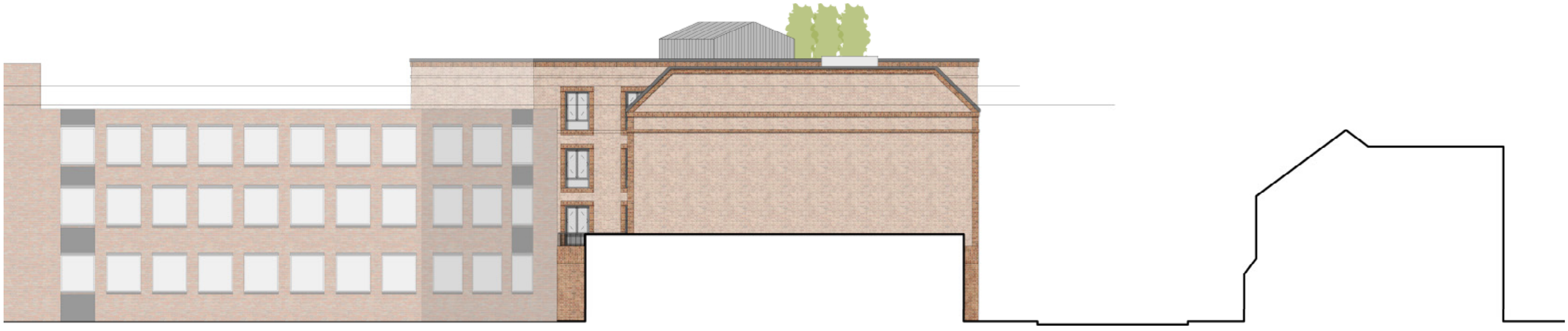
SIDE ELEVATION (NORTH)

03

PROPOSALS

ELEVATION D



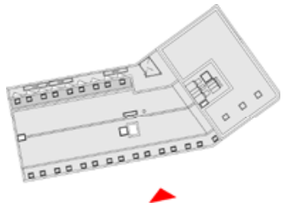


REAR ELEVATION (WEST)

03

PROPOSALS

CONTEXT ELEVATION A



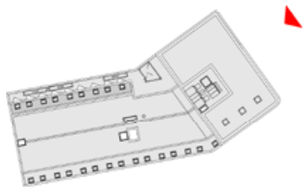


SIDE ELEVATION (SOUTH) - GRANDALE STREET

03

PROPOSALS

CONTEXT ELEVATION B





FRONT ELEVATION (EAST) - WILMSLOW ROAD

03

PROPOSALS

MATERIALS |
ROOF & ROOF LIGHTS

Materials are chosen to compliment the existing buildings in local area. The roof material is proposed as a fibre cement tile in a slate grey colour. Rooflights are to be fitted flush with the roof profile.

The flat roof behind the parapet is to be a modular sedum roof with additional planters containing planting to further enhance the biodiversity of the scheme.

Parapet walls are topped with a cast stone coping above a soldier course brick detail.



MODULAR SEDUM GREEN ROOF



RESIDENTIAL ROOF - CEMBRIT JUTLAND FIBRE CEMENT ROOF SLATES



ROOF LIGHTS - FLUSH ROOF LIGHTS



ROOF LIGHTS SIT FLUSH IN GREY TILED ROOF



PARAPET WALLS TOPPED WITH CAST STONE COPING



FIBRE CEMENT ROOF TILES TO HOUSES

03

PROPOSALS

MATERIALS | EXTERNAL WALLS

The shades of bick are chosen to complement the surrounding buildings whilst contrasting brick within the facade separates retail from residential and emphases details such as the window surrounds and string course. Arched window heads mark the top floor of the street facing elevations and add visual interest.



CONTRASTING BRICK COLOUR AROUND WINDOW OPENINGS



BRICK 1 - WIENERBERGER RETRO TIFFANY STOCK



BRICK 2 - WIENERBERGER RETRO COTTAGE STOCK



ARCHED WINDOW DETAIL REFERENCING HISTORIC BUILDINGS



ARCHED WINDOW DETAIL REFERENCING HISTORIC BUILDINGS



CONTRASTING BRICK COLOUR AROUND WINDOW OPENINGS

03
PROPOSALS

MATERIALS |
WINDOWS, DOORS & SHOP FRONTS

The shopfronts wrap around the elevations on Wilmslow Road an Granville Street and are recessed into the brickwork to draw in customers from the street, provide level access and create some uniformity to the street scene.

Large windows allow plenty of natural daylight to light the apartments and are designed to be cleaned from the inside for easy maintenance.

Aluminium rainscreen cladding and laser cut signage on Grandale Street clearly marks the residential entrance.



RETAIL SHOP FRONT RECESSED FROM BRICK FACADE



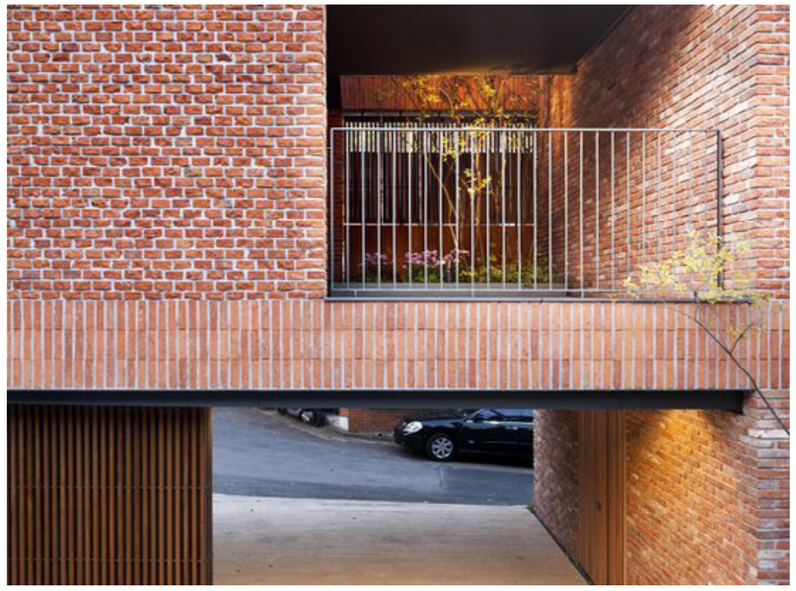
SUBTLE SIGNAGE TO GLAZING



WINDOWS TO APARTMENTS - VELFAC DOUBLE GLAZED ALUMINIUM WINDOWS IN BLACK



BI-FOLDS TO TARRACES - VELFAC 200 BI-FOLDING FOORS IN BLACK



FEATURE BRICK DETAIL ABOVE SHOP FRONTS



CAR PARK ENTRANCE DESIGNED TO READ AS CONTINUATION OF SHOP FRONT

03

PROPOSALS

STREET VIEW





VIEW 1

03

PROPOSALS

STREET VIEW





VIEW 2

03

PROPOSALS

STREET VIEW



VIEW 3

03

PROPOSALS

AERIAL VIEW



VIEW 1

03

PROPOSALS

AERIAL VIEW



VIEW 4


KURDISTAN
KURDISTAN RESTAURANT


Mother India
Restaurant
MOLLAGA
OPEN
20
20