

SWALLOW STREET LEVENSHULME

DESIGN & ACCESS STATEMENT
AUGUST 2022

OLLIER SMURTHWAITE ARCHITECTS

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INTRODUCTION

This design & access statement has been prepared by Ollier Smurthwaite Architects and Paul Butler Associates, in support of the Planning Application by Pinnacle Estates for the redevelopment of a site located on Swallow Street, Levenshulme.

The proposed development involves the full refurbishment and conversion of the existing commercial building to 14no. apartments with 2no. 1 bedroom apartments and 12no. 2 bedroom apartments with some ground floor office space.

The purpose of this document is to set out the design principles, concepts and strategy behind the proposals and the retention and conversion of a heritage building.

01 UNDERSTANDING THE CONTEXT

REGIONAL IDENTITY

Swallow street is situated in a heavily residential area just off of Stockport Road in Levenshulme, just south of Manchester city centre. 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. 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.



Aerial view of site, corner of Siddall street and Swallow street



1920's historic map

01 UNDERSTANDING THE CONTEXT

LOCAL HISTORY

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 at the 2011 Census.

Historically in Lancashire, Levenshulme is a former township and became a part of Manchester in 1909. Levenshulme, like its neighbour Longsight, was historically a wealthy and middle class district of Manchester, though in the 20th century Levenshulme and many surrounding areas suffered from inner city decline. However, the area is now displaying signs 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, others would follow, churches were erected, a cricket club was formed and shops began to appear along the 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 by a steep, narrow staircase. A kitchen was to the rear. Right up to the 1980s it wasn't 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 terraces 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.



Stockport road congregation church



01 UNDERSTANDING THE CONTEXT

HISTORICAL DEVELOPMENT PATTERN

The earliest map shows minimum urban development in the year up to and during the 1840's. The specific site on Swallow street is unoccupied at this time and the general area is home to multiple parks, farms and countryside.

Towards the end of the 19th century sees the first significant urban developments in the area. Stockport road is now lined with commercial/retail units with some surrounding terraced residential developments as well as some industrial and educational facilities. However the site remains fairly low density at this time.

From the turn of the century onwards the site sees significant urban development and a rapid increase in density across the area. In 1900 we first see evidence of a building on our specific site on Swallow Street.

This rapid development during the early 19th century also saw the development of a second railway link through Levenshulme that connected Manchester to Crewe and London stations. The existing railway gave access to Stockport.



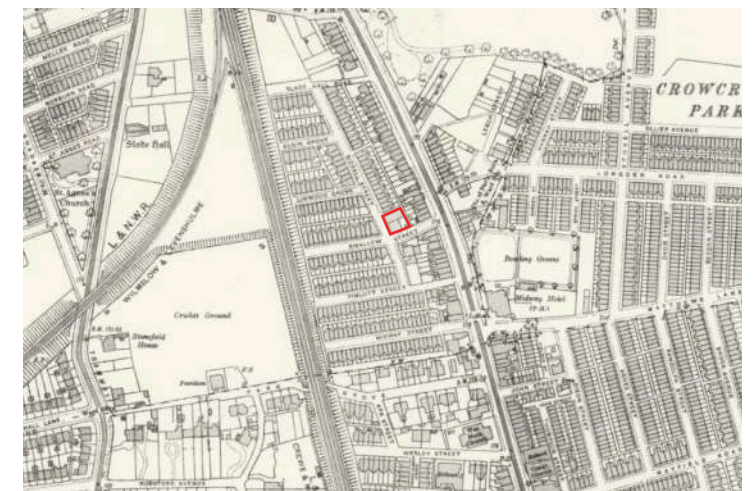
1840's



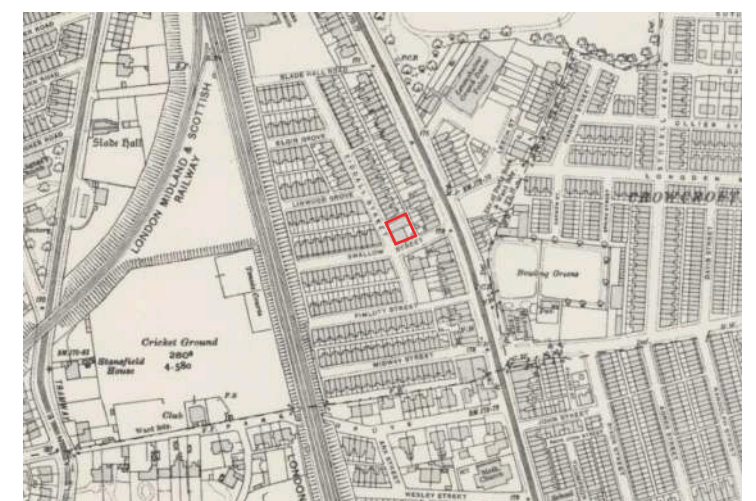
1890's



1900's



1910's



01 UNDERSTANDING THE CONTEXT

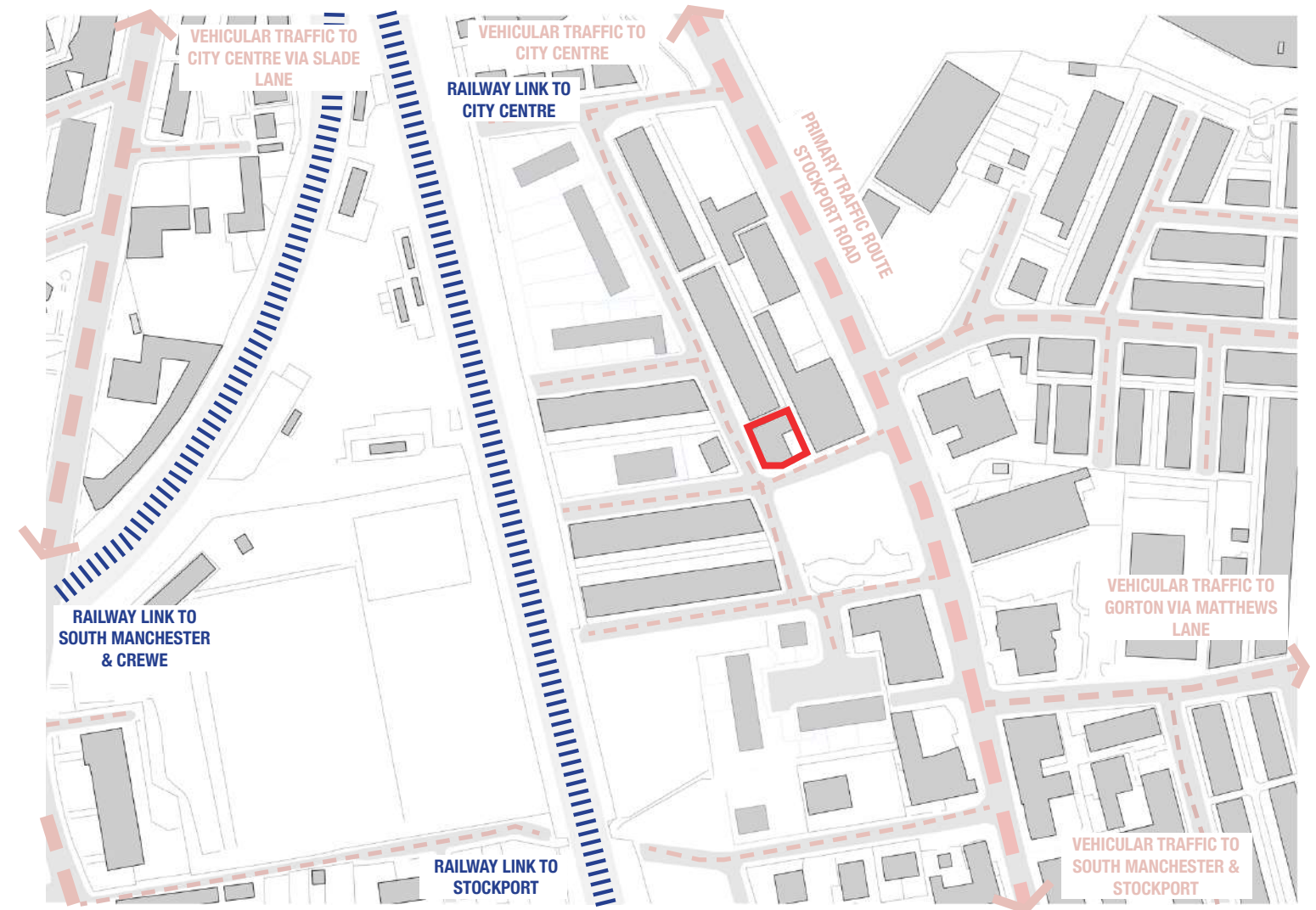
LINKAGES TO SURROUNDINGS & MOVEMENT PATTERNS

The site is located on Swallow Lane just off the primary traffic route Stockport Road which provides the surrounding areas main vehicular access to the city centre in the north and to Stockport City Centre in the south. Multiple buses service this round giving access via bus to Stockport, Hazel Grove and the Trafford Centre.

To the west of the site another primary traffic route, Slade Lane gives access to similar areas of Manchester, the minor roads immediately surrounding our site are disconnected from this road due to the two railway lines running along the west side of our site. The majority of the minor roads around our site connect back to Stockport Road.

One railway line approaches the site from Manchester city centre, to the north of our site the railway divides into two diverging tracks. The line running parallel to our site runs through Levenshulme station and provides links to stations in south Manchester and into Stockport city centre. The line running away to the west of our site provides links to Didsbury, Wilmslow, Alderly Edge and Crewe.

To the east of the site a minor road gives access to neighbourhoods in the west of Manchester e.g. Gorton



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 access directly from the pavement or via small front yards. The residential blocks are interspersed with industrial units across the site as certain plots have been redeveloped.

Stockport road is lined with retail units on both sides, made up of a commercial ground floor usually with residential spaces or apartments above.

The site has 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.

There are a few green spaces throughout the site as well as some unoccupied land directly opposite our specific site.



01 UNDERSTANDING THE CONTEXT

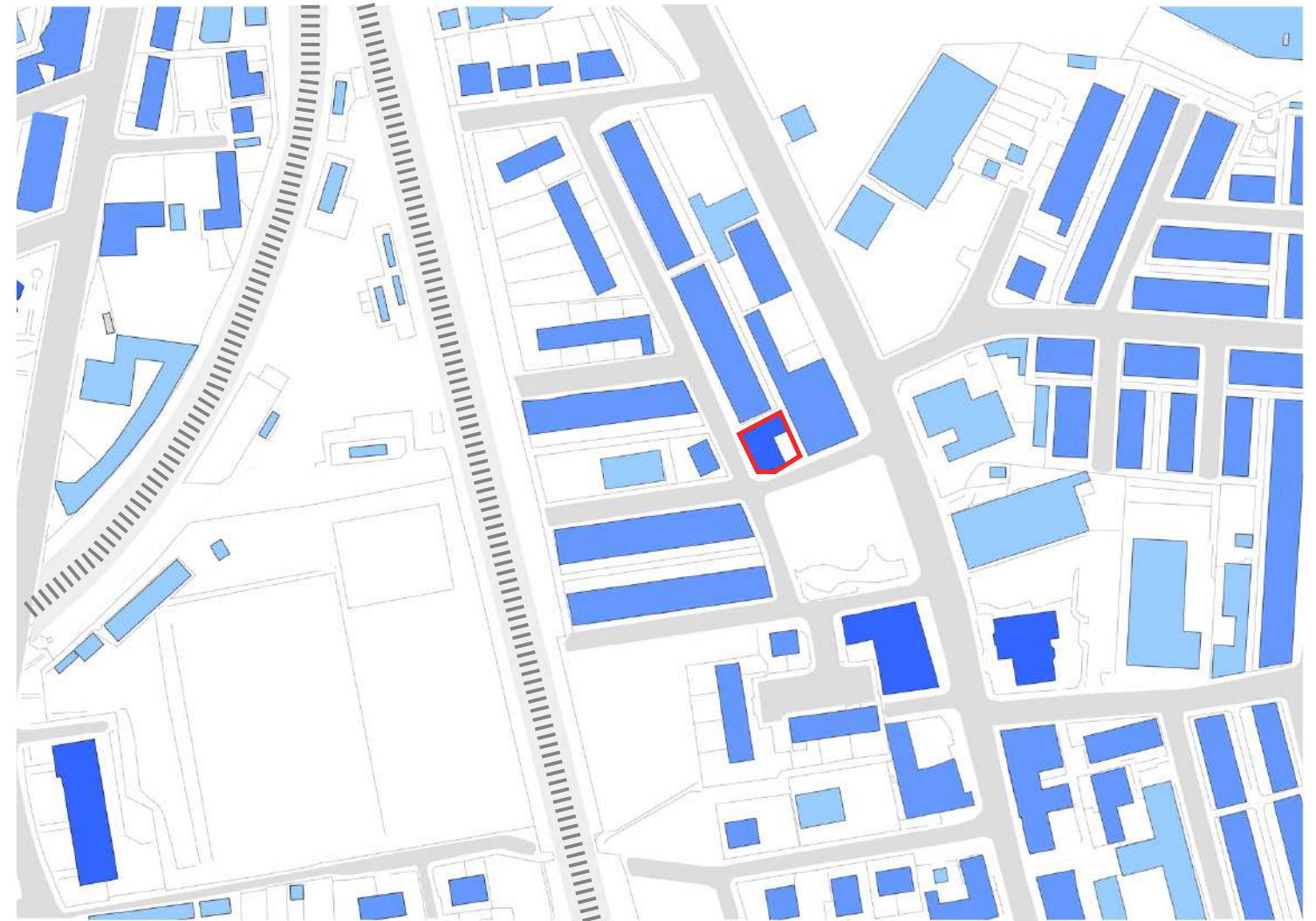
LAYOUT & FORM OF BUILDINGS

The density of the site ranges from 1 storey industrial units to 2 storey terraced and semi-detached houses to 3 storey mixed use buildings facing Stockport road. The 3 storey mixed use buildings usually include a commercial ground floor with residential spaces or apartments above.

The east side of Stockport road has a more organised urban plan dictated by terraced rows with commercial and retail units closer to Stockport road.

To the west side of Stockport road where our site is located has a looser urban plan due to multiple sites being redeveloped from terraced rows to semi detached houses, industrial units and green spaces.

The land between the two railway lines is occupied by smaller engineering and maintenance units.



01 UNDERSTANDING THE CONTEXT

LAND USES

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

Religious, industrial and communal facilities are dispersed throughout the site with one building of educational uses to the north east corner of the site.

The site is generally more diverse in land use around Stockport road with more residential building usage moving away from this primary traffic route.

educational



religious



hospitality



industrial



retail



communal



residential



01 UNDERSTANDING THE CONTEXT

NATURAL FEATURES

Our specific site faces a vacant plot of land that has overgrown, further south of the site is some public green space and on the other side of the railway line are some public playing fields that make up Rushford Park. There is also Crowcroft Park to the north of the site further up Stockport Road.



01 UNDERSTANDING THE CONTEXT

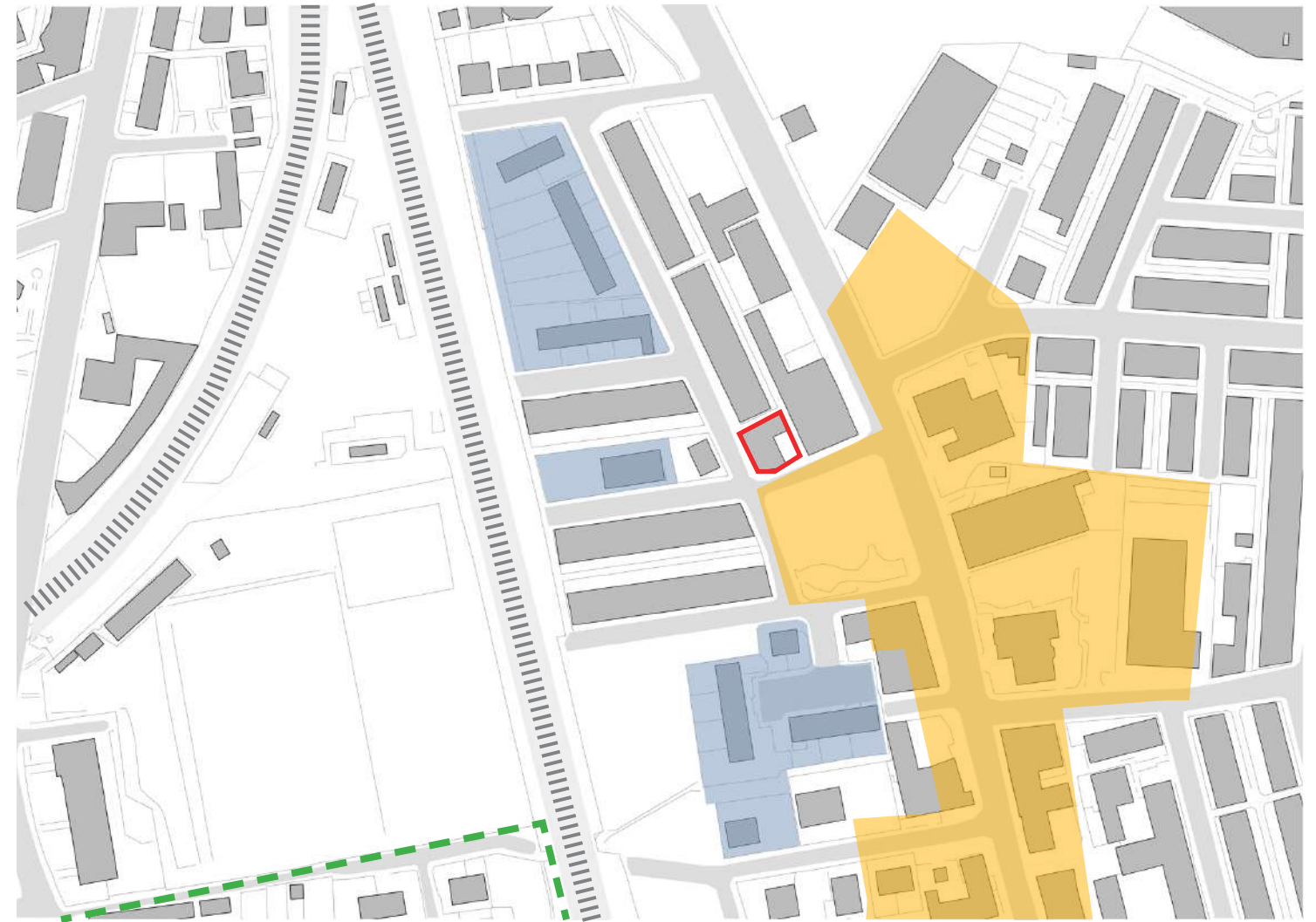
PLANNING CONSIDERATIONS

The site neighbours, but is not included in the Levenshulme district centre which covers the majority of the retail/commercial units lining Stockport road.

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

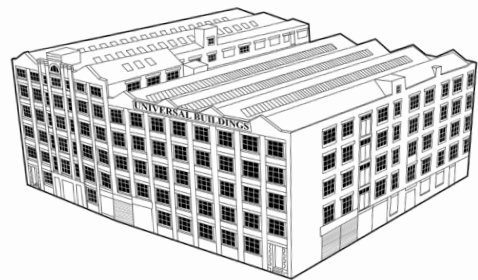
Rushford park and the surrounding houses to the south west of the site are covered in the Rushford Park conservation area.

- Rushford Park Conservation Area 
- New housing 
- Levenshulme district centre 



01 UNDERSTANDING THE CONTEXT

TYPOLOGIES
- UNIVERSAL BUILDINGS,
MANCHESTER



FORM

Six storey red brick warehouse with multiple pitched roof profile, 2 miles North of the site in Ardwick.

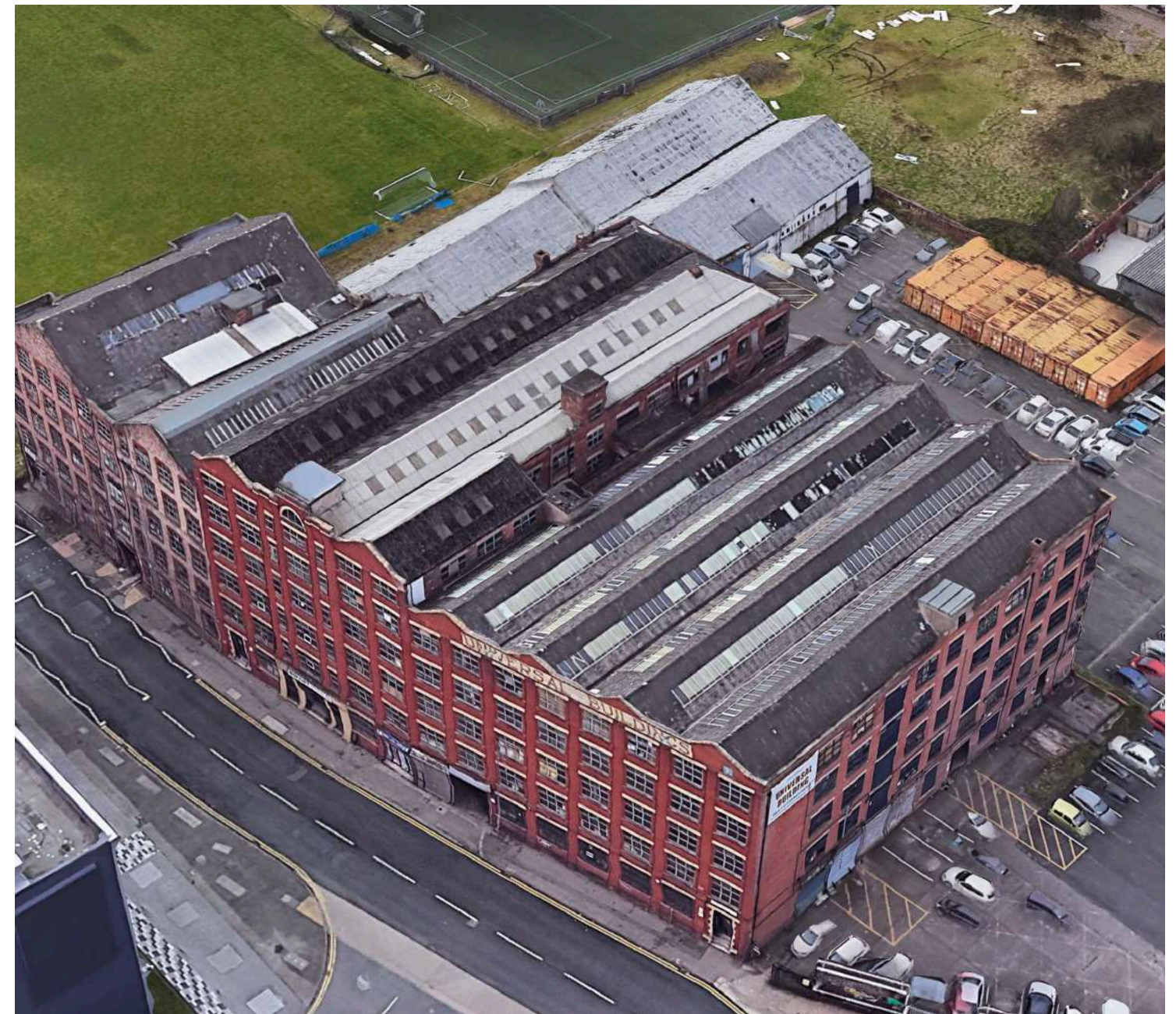
The original steel framed windows are aligned to a grid and have buff stone headers, matching the parapet copings. The elevations feature vertically expressed brick elements.

The warehouse features large graphic signage to the top of the building.

LAYOUT

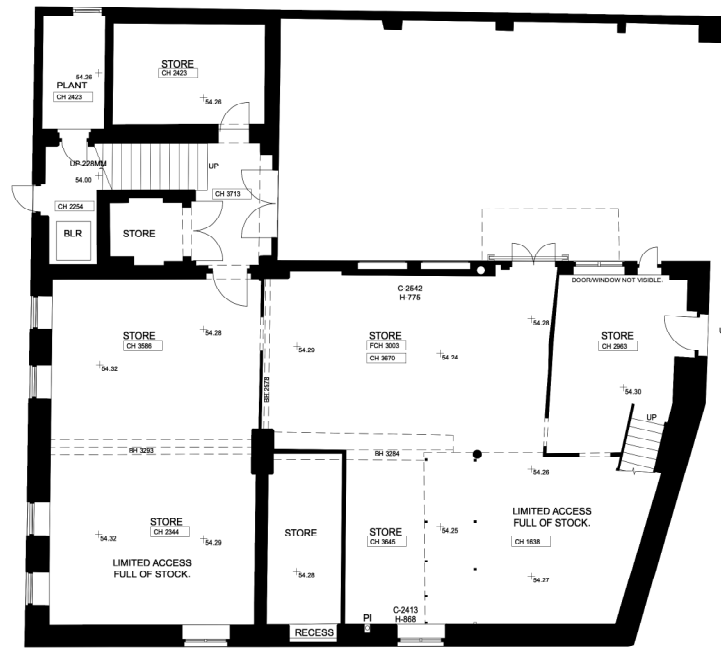
The warehouse is one large, deep-plan block, adjoining other warehouses to the South. It is positioned with the shopfronts facing the roadside and carparking to the rear.

The ridges of the pitched roofs run West-East allowing for North facing rooflights.

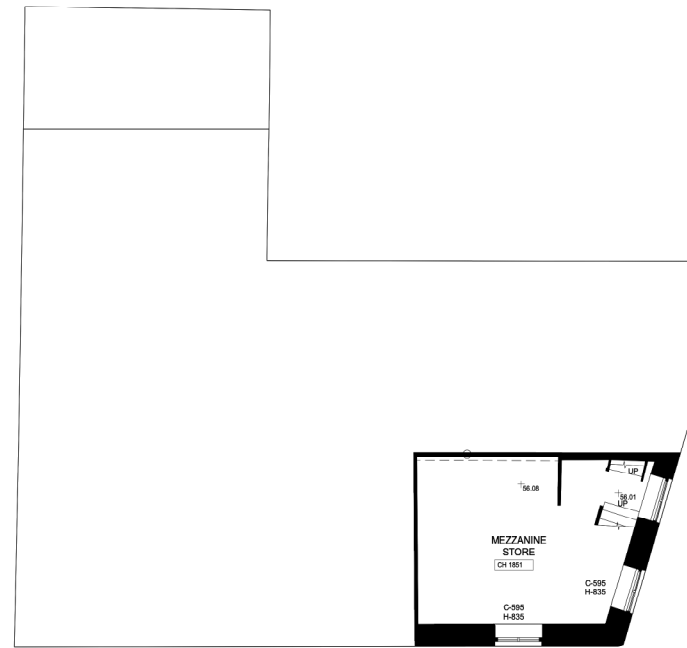


01 UNDERSTANDING THE CONTEXT

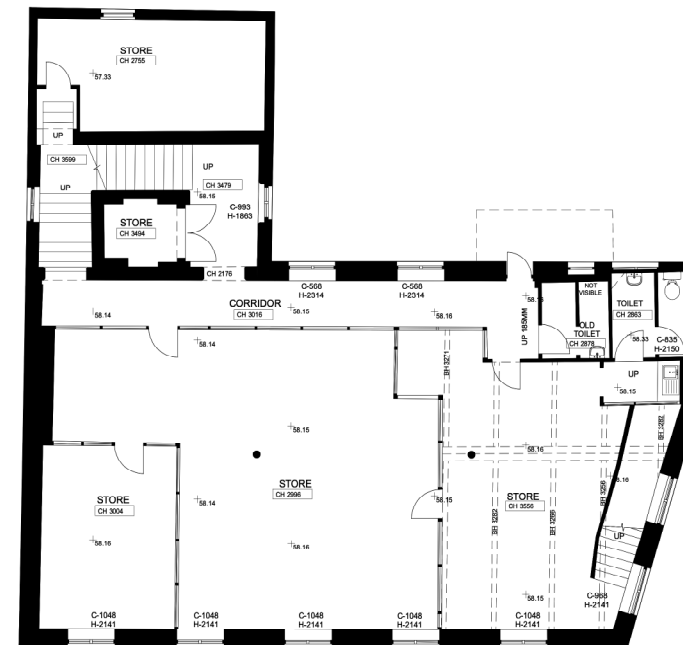
EXISTING FLOOR PLANS - GROUND AND MEZZANINE



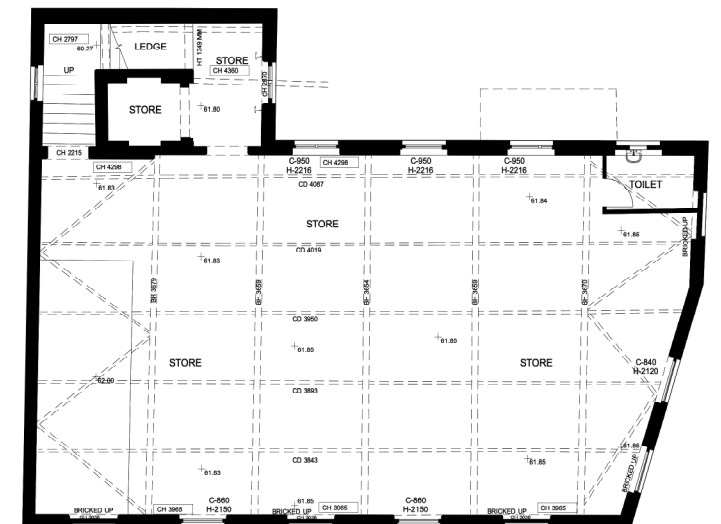
GROUND FLOOR PLAN



MEZZANINE FLOOR PLAN



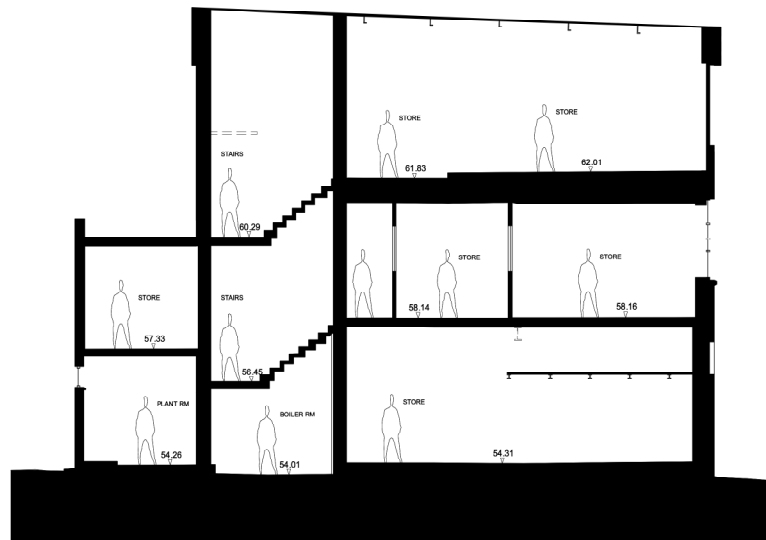
FIRST FLOOR PLAN



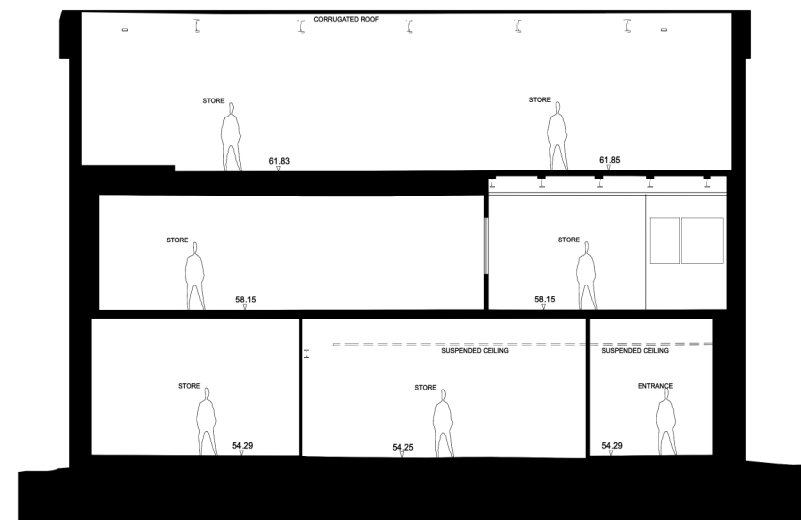
SECOND FLOOR PLAN

01 UNDERSTANDING THE CONTEXT

EXISTING SECTIONS



SECTION A-A



SECTION B-B

01 UNDERSTANDING THE CONTEXT

EXISTING ELEVATIONS - EAST AND SOUTH



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION

01 UNDERSTANDING THE CONTEXT

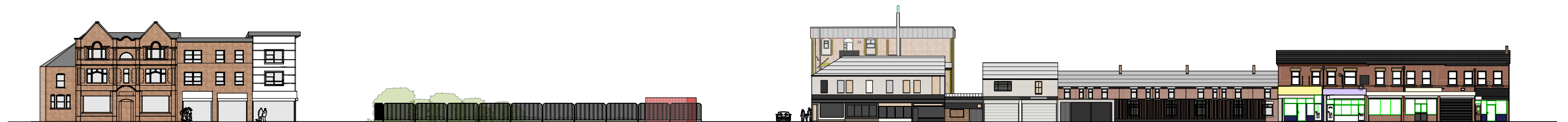
EXISTING CONTEXT ELEVATIONS



SWALLOW STREET



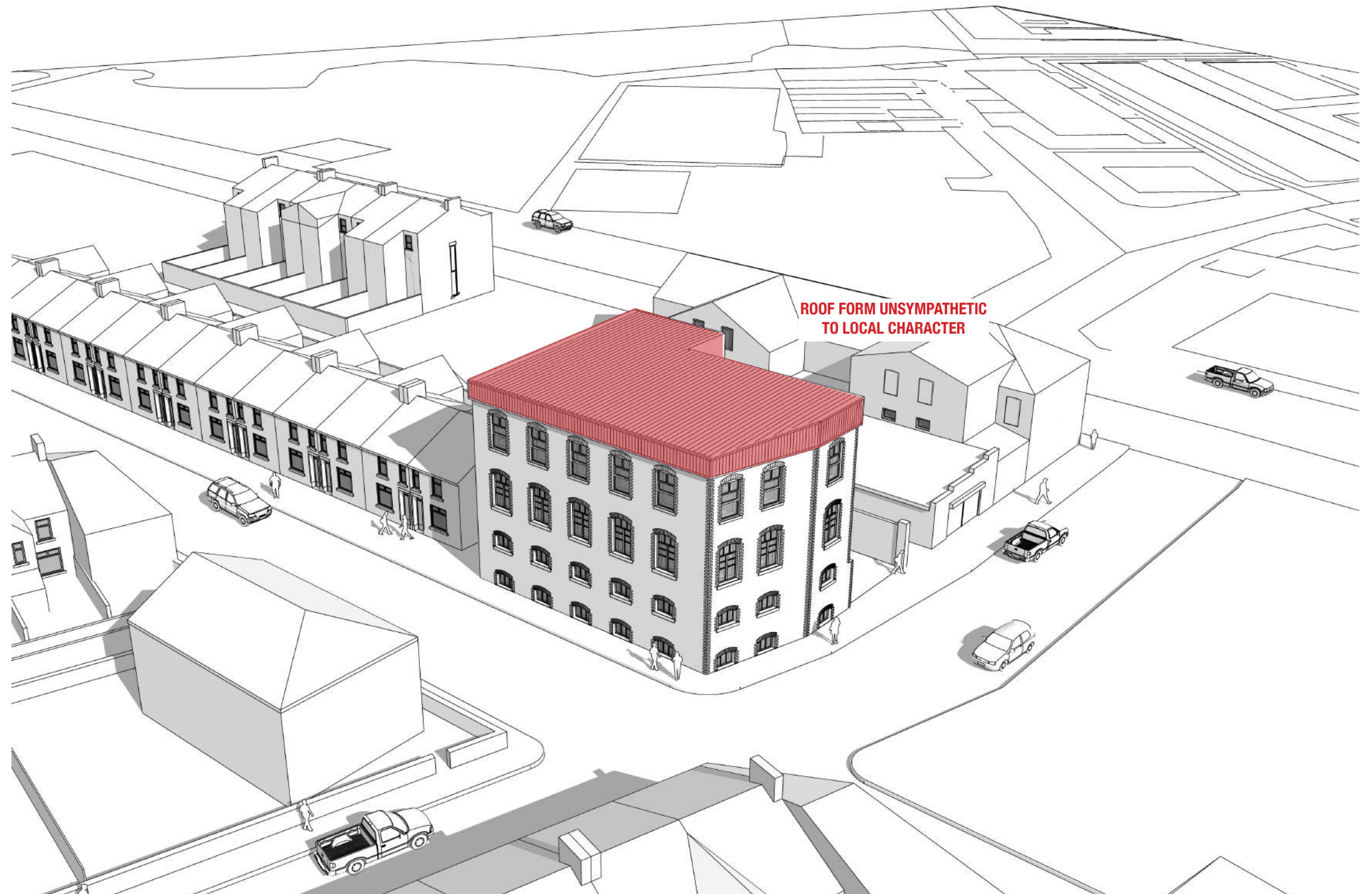
SWALLOW STREET SIDDALL



STOCKPORT ROAD

02 DESIGN STRATEGY

EXISTING FORM



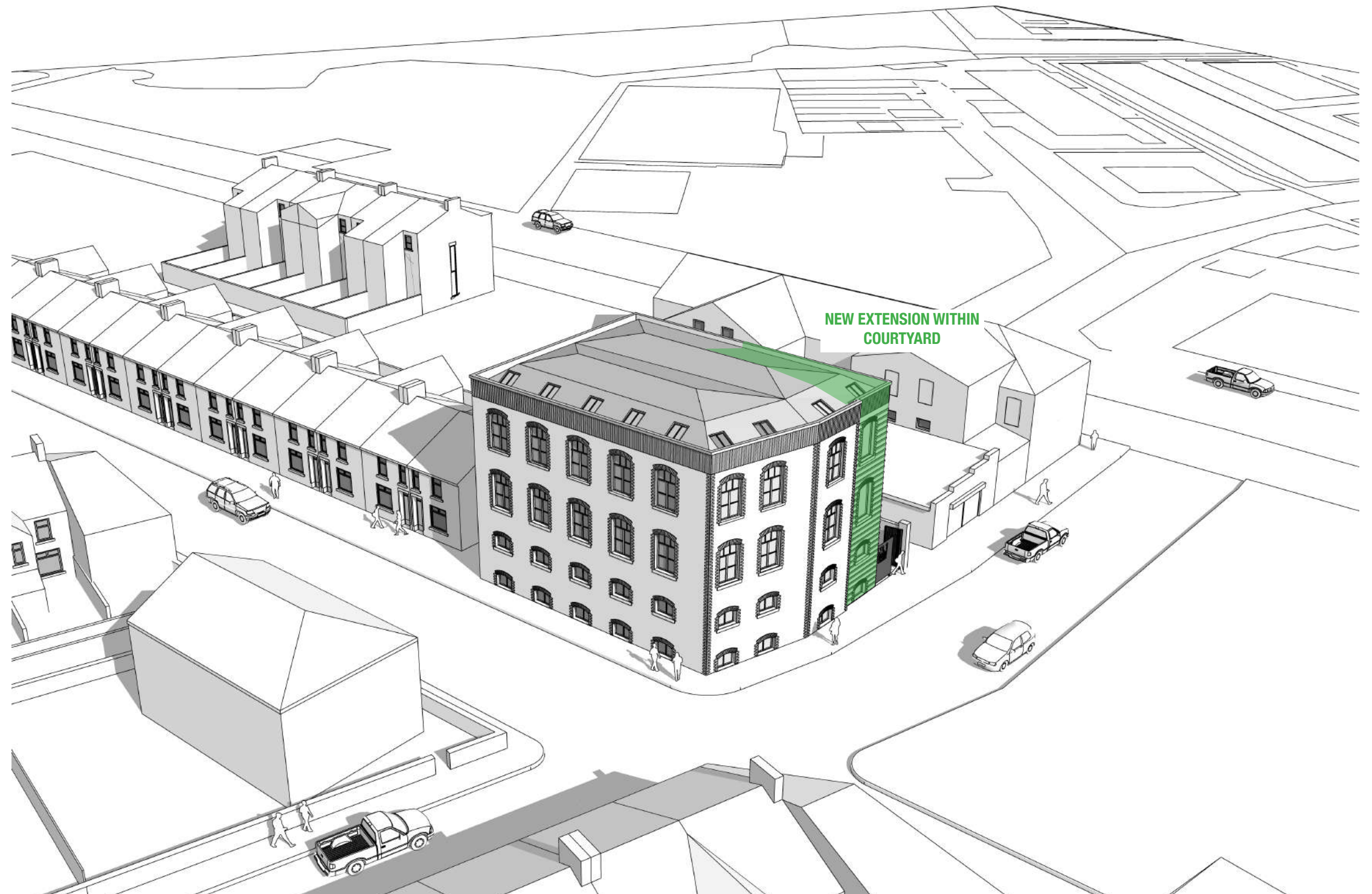
02 DESIGN STRATEGY

NEW ROOF FORM



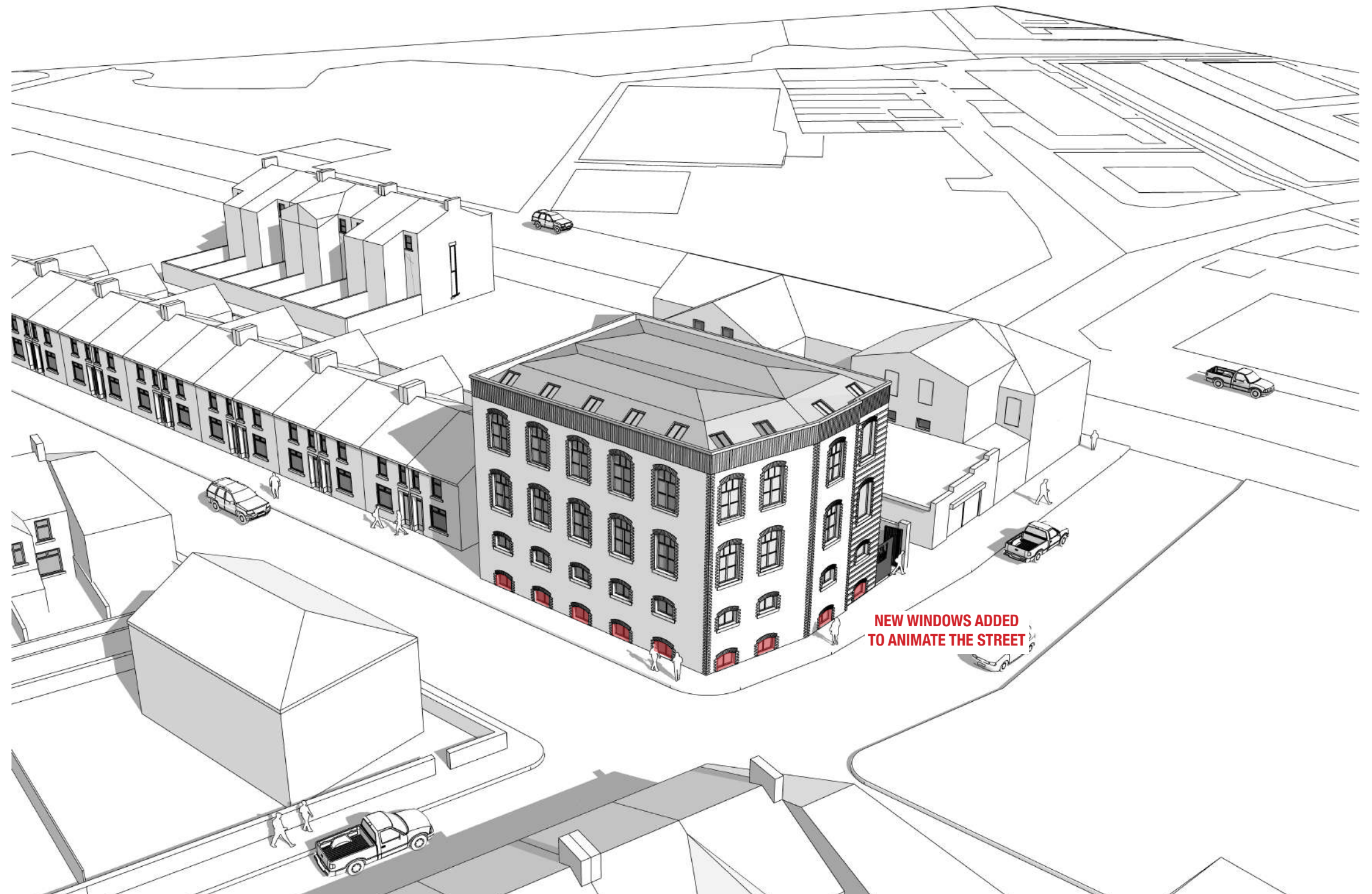
02 DESIGN STRATEGY

NEW EXTENSION WITHIN COURTYARD



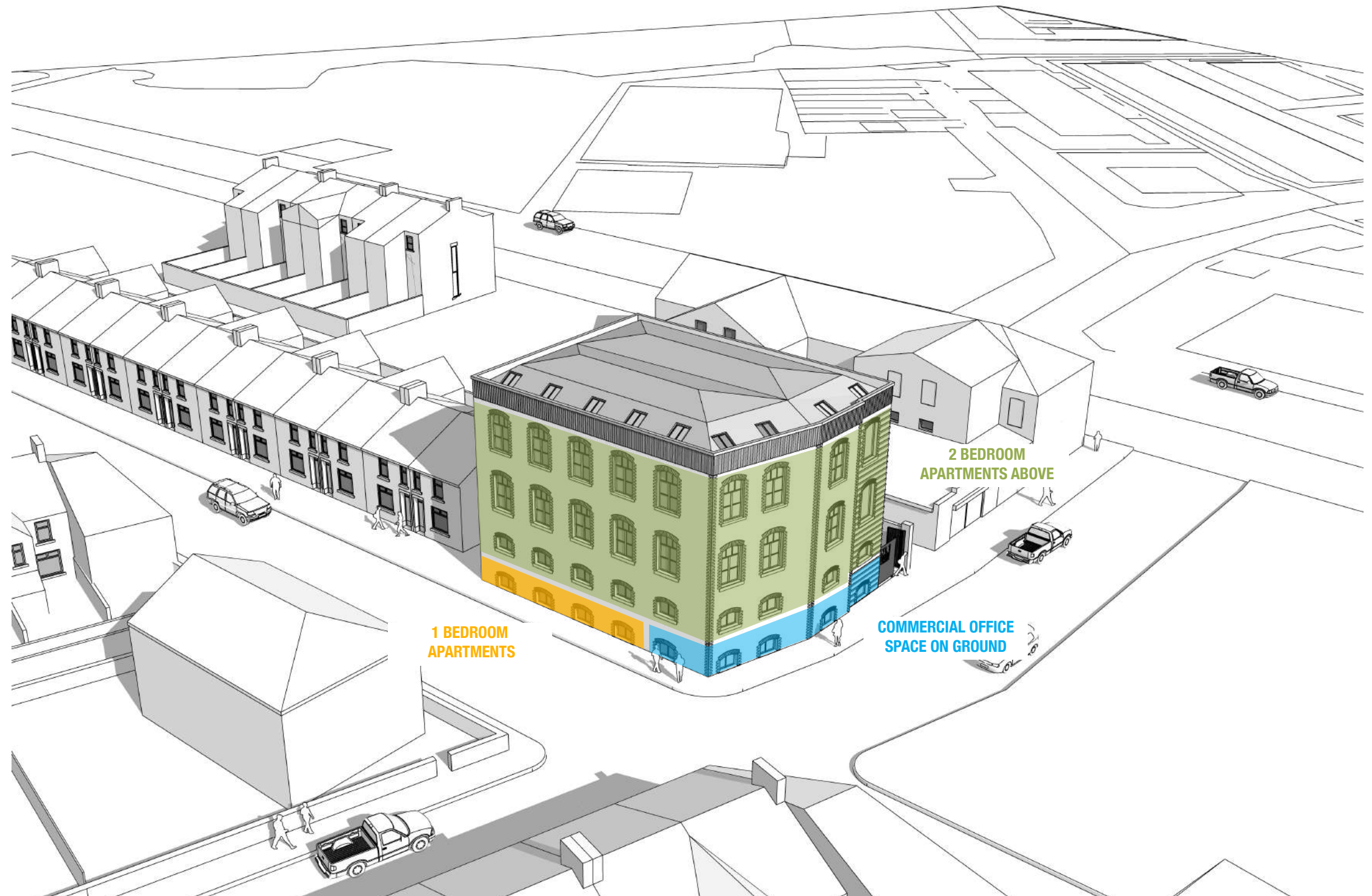
02 DESIGN STRATEGY

NEW WINDOWS



02 DESIGN STRATEGY

LAYOUT



02 DESIGN STRATEGY

BIKE AND BIN STORES



03 PROPOSALS

PROPOSED FLOOR PLANS LOWER AND UPPER GROUND



LOWER GROUND FLOOR PLAN



UPPER GROUND FLOOR PLAN

03 PROPOSALS

PROPOSED FLOOR PLANS FIRST AND SECOND



FIRST FLOOR PLAN



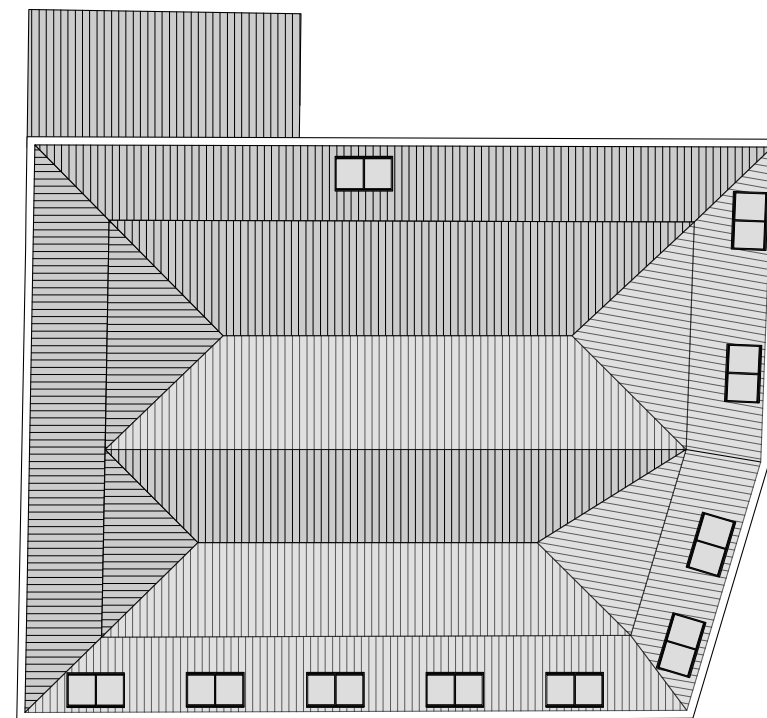
SECOND FLOOR PLAN

03 PROPOSALS

PROPOSED FLOOR PLANS THIRD AND ROOF



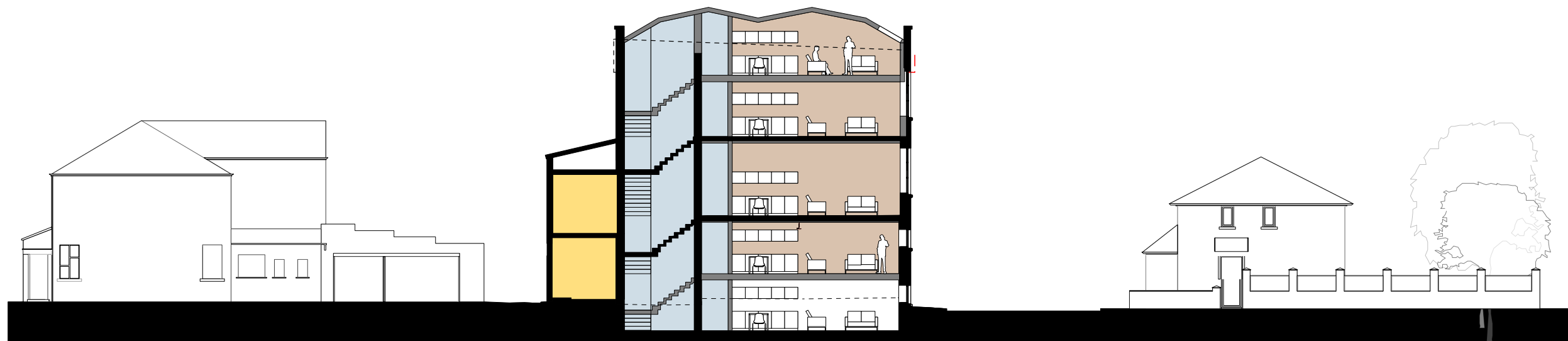
THIRD FLOOR PLAN



ROOF PLAN

03 PROPOSALS

PROPOSED SECTION A-A



PROPOSED SECTION A-A

03 PROPOSALS

PROPOSED ELEVATIONS EAST AND SOUTH



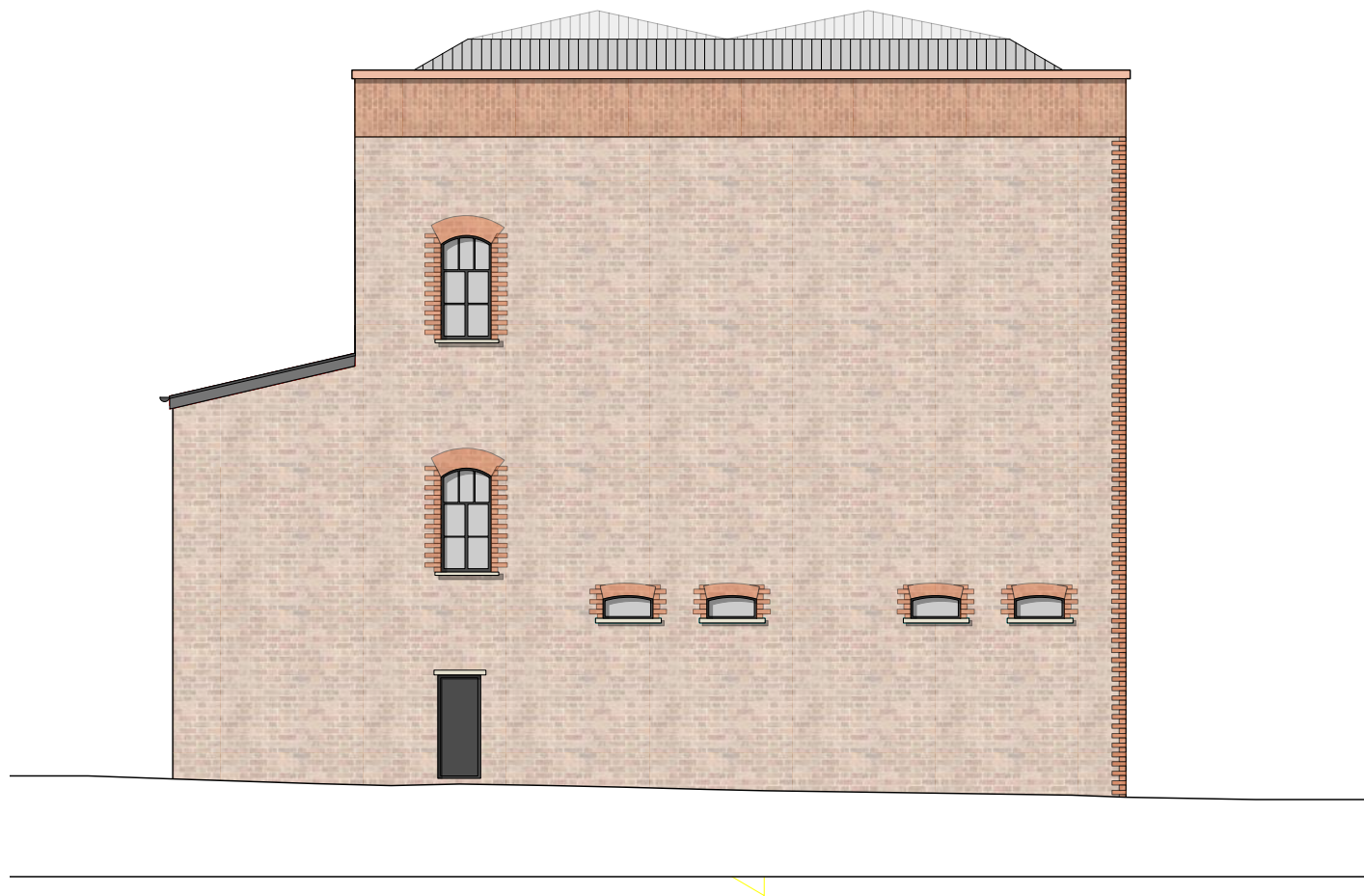
SOUTH ELEVATION - SWALLOW STREET



EAST ELEVATION

03 PROPOSALS

PROPOSED ELEVATIONS WEST



NORTH ELEVATION



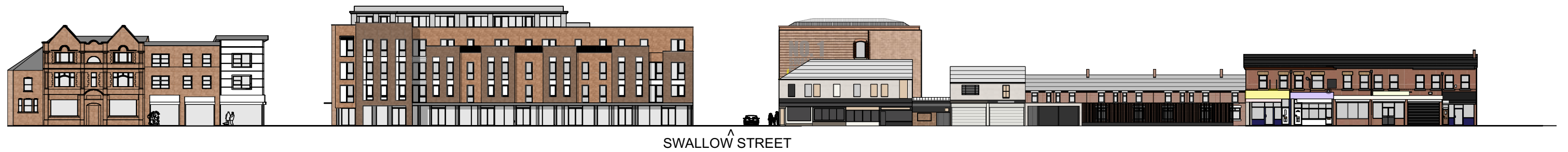
WEST ELEVATION

03 PROPOSALS

PROPOSED CONTEXT ELEVATIONS



SIDDALL STREET ELEVATION



STOCKPORT ROAD ELEVATION

03 PROPOSALS

MATERIALS ROOF & ROOFLIGHTS

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.

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



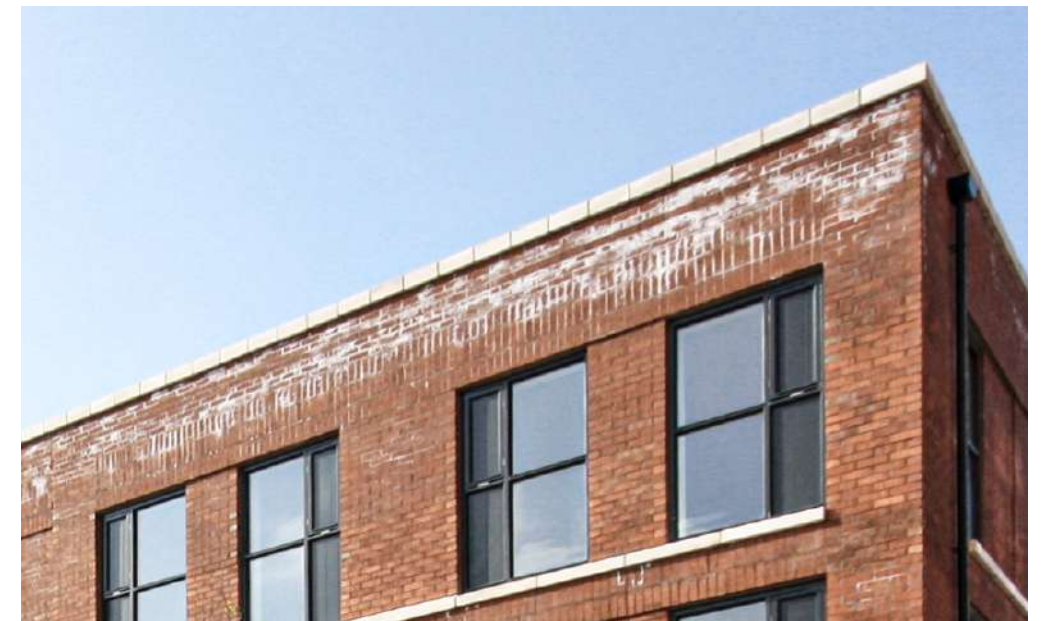
Roof lights to sit flush in grey tiled roof



Residential Roofs - Cembrit Jutland Fibre Cement Roof Slates



Roof Lights- Flush roof lights



Cast stone and soldier course brick parapet detail

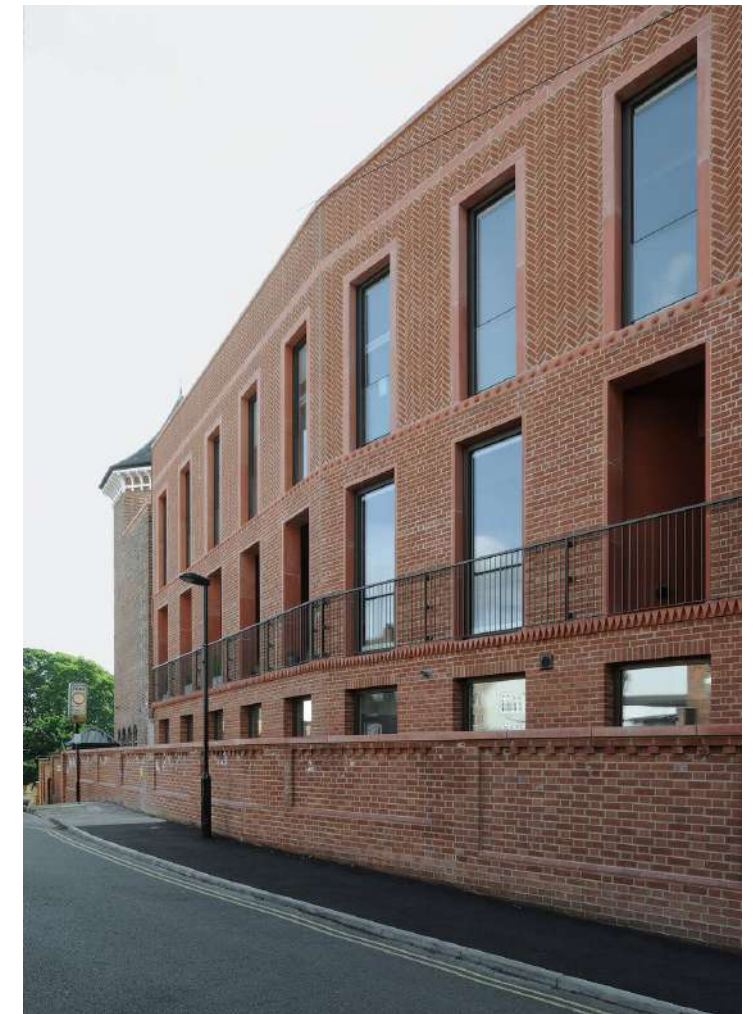


Fibre Cement Roof Tiles to houses

03 PROPOSALS

MATERIALS BRICK & BRICK DETAILS

Two tones of brick are used to highlight certain aspects of the building and relate to the existing local character. Feature brick is used around windows and at the corners of the building, new fixed windows mirroring that of the existing and horizontal stone banding create a design that is sympathetic to the existing context.



03 PROPOSALS

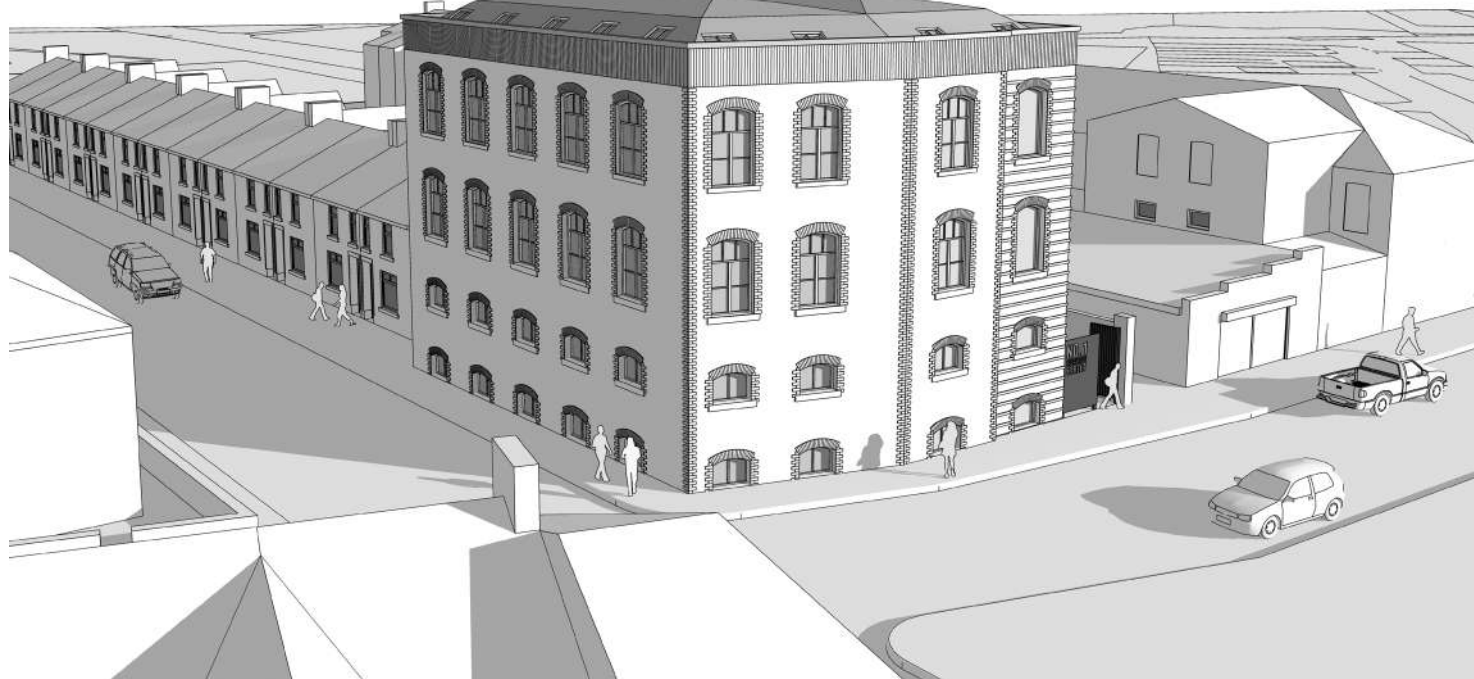
MATERIALS GATES & SIGNAGE

The proposed entrance gate privatises access to the building from the street using metal gates and laser cut text.

The proposal also makes use of text painted directly on to the brick work to identify the building in way that is historically typical of this building typology .



VIEWS



VIEWS

