

FORMER VASA CLUB CHARLESTOWN

DESIGN & ACCESS STATEMENT

JULY 2022

OLLIER SMURTHWAITE ARCHITECTS

CONTENTS

UNDERSTANDING THE CONTEXT	03
REGIONAL IDENTITY	.03
LOCAL HISTORY	.04
HISTORICAL DEVELOPMENT PATTERN.	.05
LINKAGES TO SURROUNDINGS & MOVEMENT PATTERNS	06
LOCAL CHARACTER	.07
SITE CHARACTER	.08
LAYOUT & FORM OF BUILDINGS	.09
LAND USE	.10
NATURAL FEATURES	.11
PLANNING CONSIDERATIONS	.12
LOCAL TYPOLOGIES	.13
SEMI-DETACHED HOUSES, ROCHDALE ROAD . . .	.13
TERRACED HOUSES,.	.14
ROCHDALE ROAD.	.14
HAVERFIELD ROAD	.15
HADDINGTON DRIVE	.16
DESIGN STRATEGY	17
DIAGRAMS	.17

PROPOSALS	22
EXISTING SITE PLAN	.22
EXISTING SITE ELEVATIONS	.23
PROPOSED SITE PLAN	.24
ACCOMMODATION SCHEDULE	.24
PROPOSED HOUSE TYPES	.25
PROPOSED APARTMENT TYPES	.26
PROPOSED SITE ELEVATIONS	.27
PROPOSED SERVICING PLAN	.28
PROPOSED ACCESS PLAN	.29
MATERIALS	.30
ROOFS AND RAINWATER GOODS	.30
EXTERNAL WALLS.	.31
WINDOWS & CILLS	.32
VISUALISATION	.33

UNDERSTANDING THE CONTEXT

REGIONAL IDENTITY

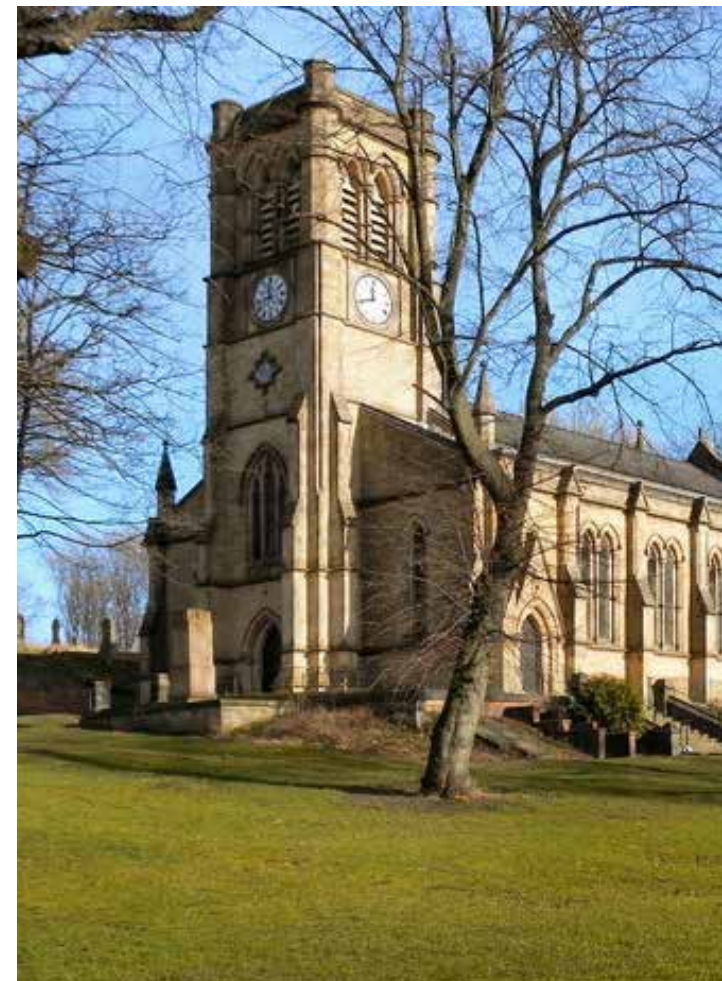
Blackley crosses Rochdale Road, which is a key arterial road from Manchester City Centre out to Middleton. The area is located 4.5 miles north of Manchester City Centre.

Blackley, meaning 'dark wood' or 'dark clearing' was once a centre of chemical manufacture and is now known for its number of green spaces and parks including Heaton Park, Blackley Forest and Boggart Hole Clough. Blackley was historically a rural village within which residents worked on local farms. Since the introduction of chemical manufacture and the industrial revolution the number of dwellings has increased substantially.

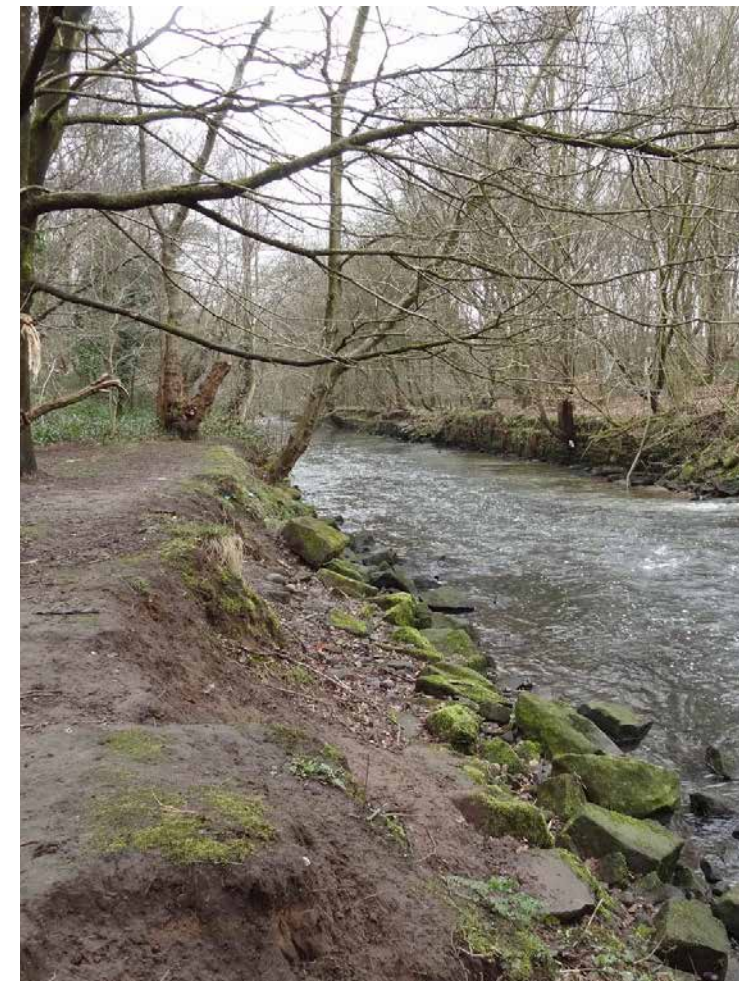
Today residents of Blackley typically commute into the city centre or other surrounding areas for work, with the exception of Hexagon Tower on the west side of Blackley. The area is well connected to the city centre and further afield due to its proximity to established transport infrastructure along Rochdale Road.



The Golden Lion and Lion & Lamb Pubs



St Peter's Church Blackley



Blackley Forest

01

UNDERSTANDING THE CONTEXT

LOCAL HISTORY

The area of Blackley is located within a bend of the River Irk which borders the area to the north west, west and south west directions.

Blackley was historically a park of the Lord of Manchester due to its dense woodland and open green spaces, which were occasionally leased out. At the beginning of the 17th century the land was divided and sold to neighbouring land owners. At this time Blackley was home to just 107 residents.

Blackley, which began as a rural north Manchester village used for farming became a centre for dye works and chemical manufacture. The Borelle Dye works was established in Blackley in 1785, which was followed by Delauney Works known for its Turkey Red dye. Delauney Works was later expanded to employ a large number of people in chemical research.

The chemical industry in Blackley was run by Imperial Chemical Industries producing dye products as well as being involved in a number of pharmaceutical breakthroughs including anti-malarial drugs.

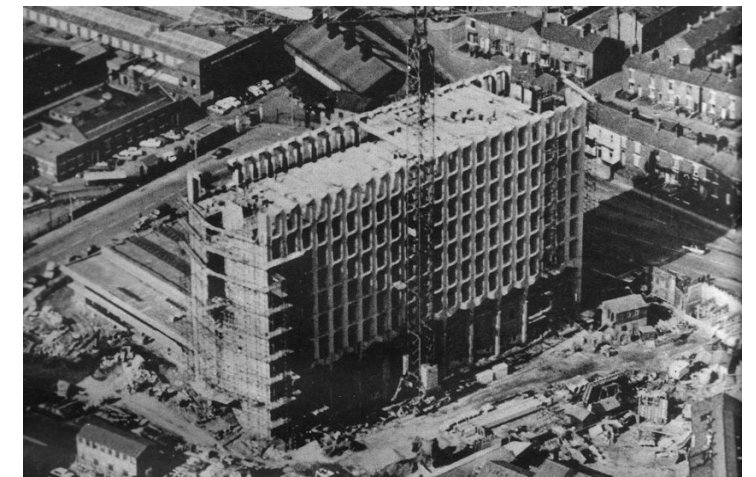
Blackley became part of the city of Manchester in 1890 and became part of the new township of North Manchester in 1896.

During the 1930's housing in Blackley grew considerably as a result of urban sprawl from the city centre. Substantial residential developments were carried out in Blackley to house the growing population.

Today Blackley remains heavily residential use with commercial and retail units located around Rochdale Road that runs through the centre of Blackley. The chemical manufacture and research industry remains in Blackley which is centred around Hexagon Tower built to accommodate the chemical research facility.



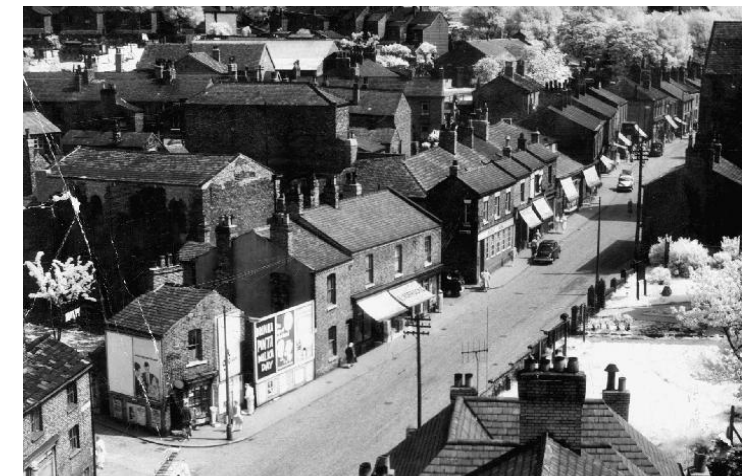
Hexagon Tower 1971



Hexagon Tower Construction



Old Market Street



Blackley Village



Harpurhey Baths



Blackley Free Library & Institute

UNDERSTANDING THE CONTEXT

HISTORICAL DEVELOPMENT PATTERN

At the beginning of the 20th century only a small number of terraced houses can be seen on site running parallel to Rochdale Road and a few scattered detached or semi-detached houses to the west. The Manchester tramways had established a route to Blackley via Rochdale Road by this point.

By the 1930's the tramway along Rochdale Road was abandoned and removed in 1935. The number of housing also increased in the area as did the density of this housing. The area also began to develop a more established, formal road network throughout the neighbourhood.

The site remained in a similar semi-developed state interspersed with green spaces and parks until the 1970's when more housing began to populate these open areas. White Moss Road appears in the maps during the 1970's that defines the boundary of our site.

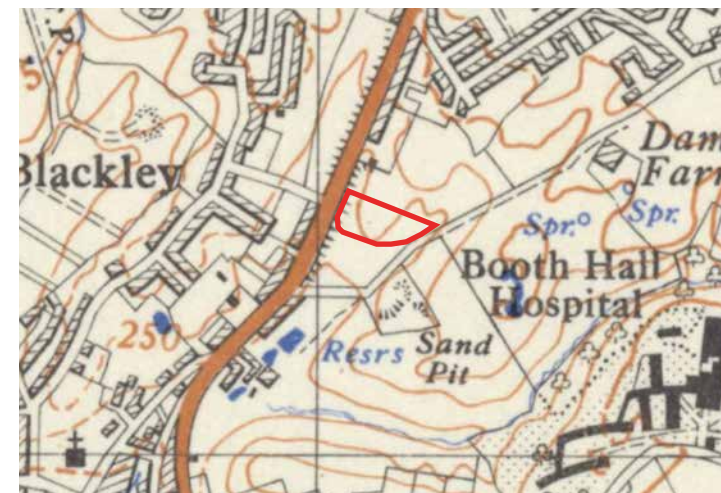
From the 1990's to the present day the number of, and density of housing has increased steadily creating a primarily residential area with a number of local amenities and services located around Rochdale Road.



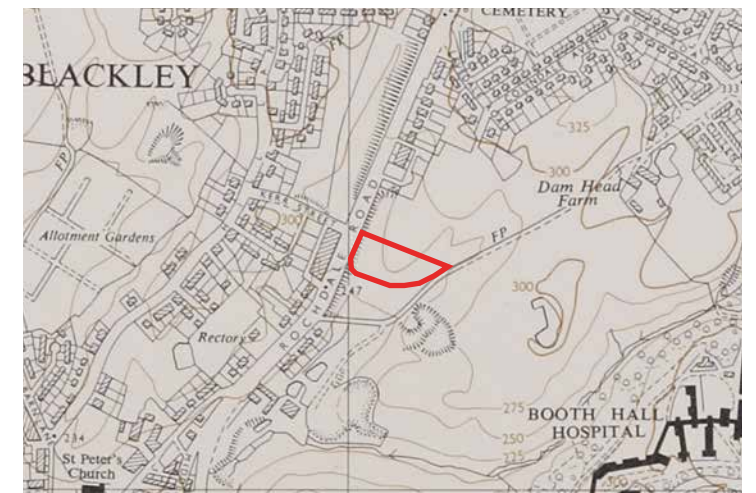
1900's



1930's



1940's



1950's



1970's



1990's

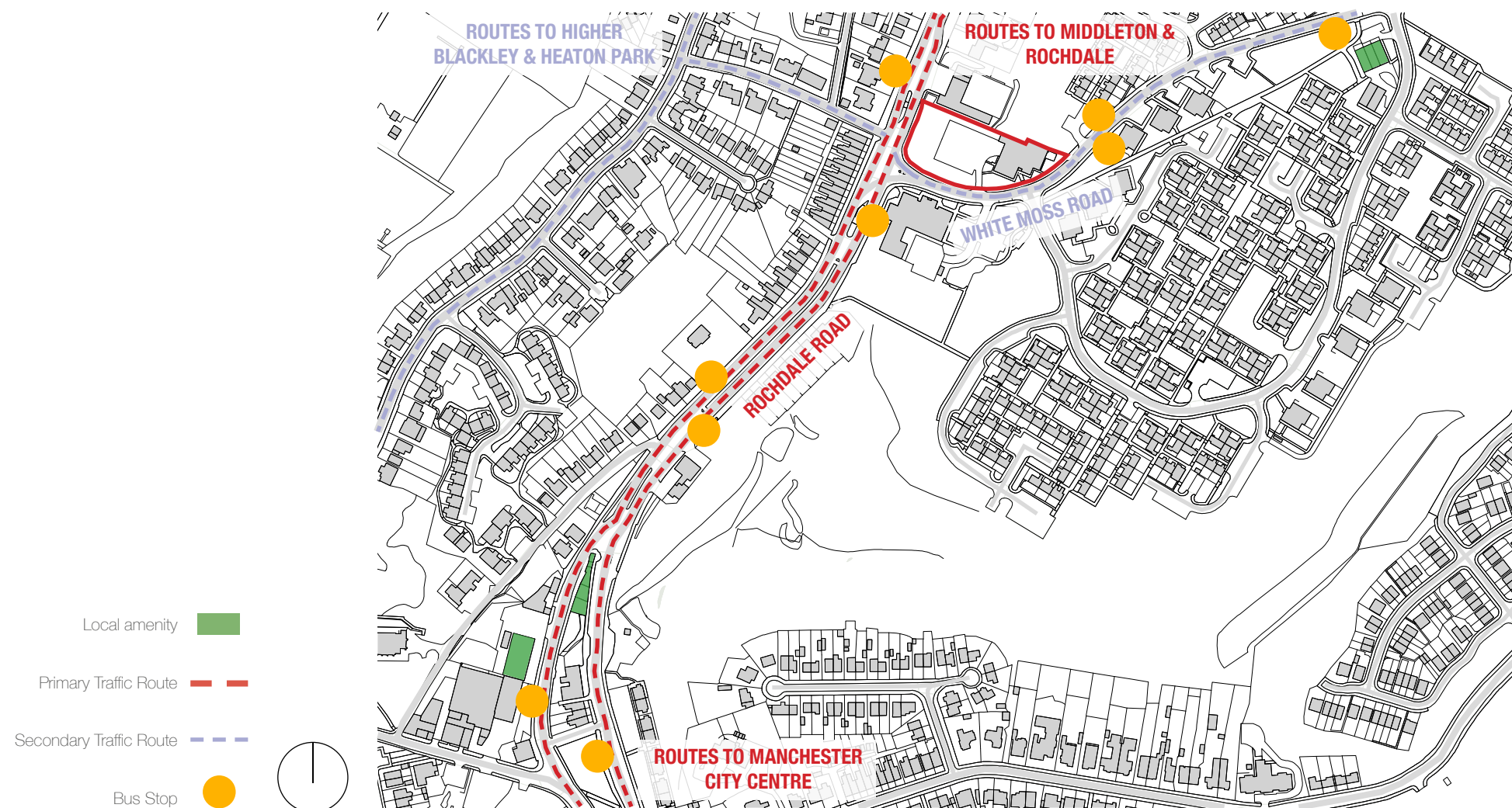
UNDERSTANDING THE CONTEXT

LINKAGES TO SURROUNDINGS & MOVEMENT PATTERNS

The primary traffic route through the site is Rochdale Road that runs from Manchester City Centre to Rochdale and divides Blackley in half. Rochdale Road is just to the west of the site and has number of bus stops along it in both directions. White Moss Road borders the site to the south and east and is also serviced by a number of buses providing access to Heaton Park, Oldham, Manchester City Centre, Salford, Trafford, Collyhurst, Longsight and Hulme.

The closest tram stop to the site is Crumpsall which is 36 minutes walk away and provides routes to Bury in the north and the city centre and Altrincham in the south. The closest train station to the site is Moston from which services run to Blackburn and Leeds in the north and Manchester Victoria station in the south, however the station is also 36 minutes walk from the site.

The site is well connected to the city centre and neighbouring areas via bus and car as the Manchester outer ring road runs across the north boundary of Blackley. However the area has been bypassed by tram and rail infrastructure that provide routes to locations further afield.



01

UNDERSTANDING THE CONTEXT

LOCAL CHARACTER

The local character on the west side of Rochdale Road differs from that to the east of the site. To the west of the site the dwellings are either detached, mostly semi-detached houses and bungalows constructed using a dark red brick. Many of the houses here use some architectural detailing around window and door openings and vary quite significantly in form.

In contrast, the dwellings to the east of the site are typically made up of multiple homes within one block including three storey apartment blocks, short terraced rows and a certain typology that incorporates four separate dwellings, each with private access, within the one form. These buildings use a lighter red brick than those on the west side of Rochdale Road and have less architectural detailing on their elevations.



East of site - Haverfield Road



West of site - Rochdale Road



East of site - White Moss Road



West of site - Hill Lane



East of site - Dam Head Drive



West of site - Coulsden Drive

UNDERSTANDING THE CONTEXT

SITE CHARACTER

The site itself is currently occupied by an existing building that used to be run as a social club, events space and pub but has since been closed down. There is a substantial amount of unoccupied space around the site that has served as a car park for the club. There is also an area of wooded land to the rear of the site.

The site has the advantage of being at a corner point between White Moss Road and Rochdale Road meaning it is well connected, easily accessible and visible from the main road. There are currently no boundary treatments that differentiate the public and private realm apart from the change in surface from pavement to grass which suggests a soft boundary to the site.



Existing Building from White Moss Road



Existing Building from Haverfield Road



Site from Rochdale Road



Car park/land on site



Wooded area to rear of site



Existing building from White Moss Road

UNDERSTANDING THE CONTEXT

LAYOUT & FORM OF BUILDINGS

The existing buildings around the site are a mix of single storey bungalows and commercial/community buildings, two storey houses and three storey apartment buildings. There is a variation in architectural character across the site due to a significant range of older and more modern developments in the surrounding area.

Along Rochdale Road itself the layout and style of buildings is more structured with typical semi-detached houses, short terraced rows and a number of bungalows orientated towards the main road.

To the west of Rochdale Road there are many individual patches of development mainly consisting of detached bungalows and semi-detached two storey houses generally orientated towards the road. Most of these houses are accessed via a small front yard or drive and have access to a private rear garden.

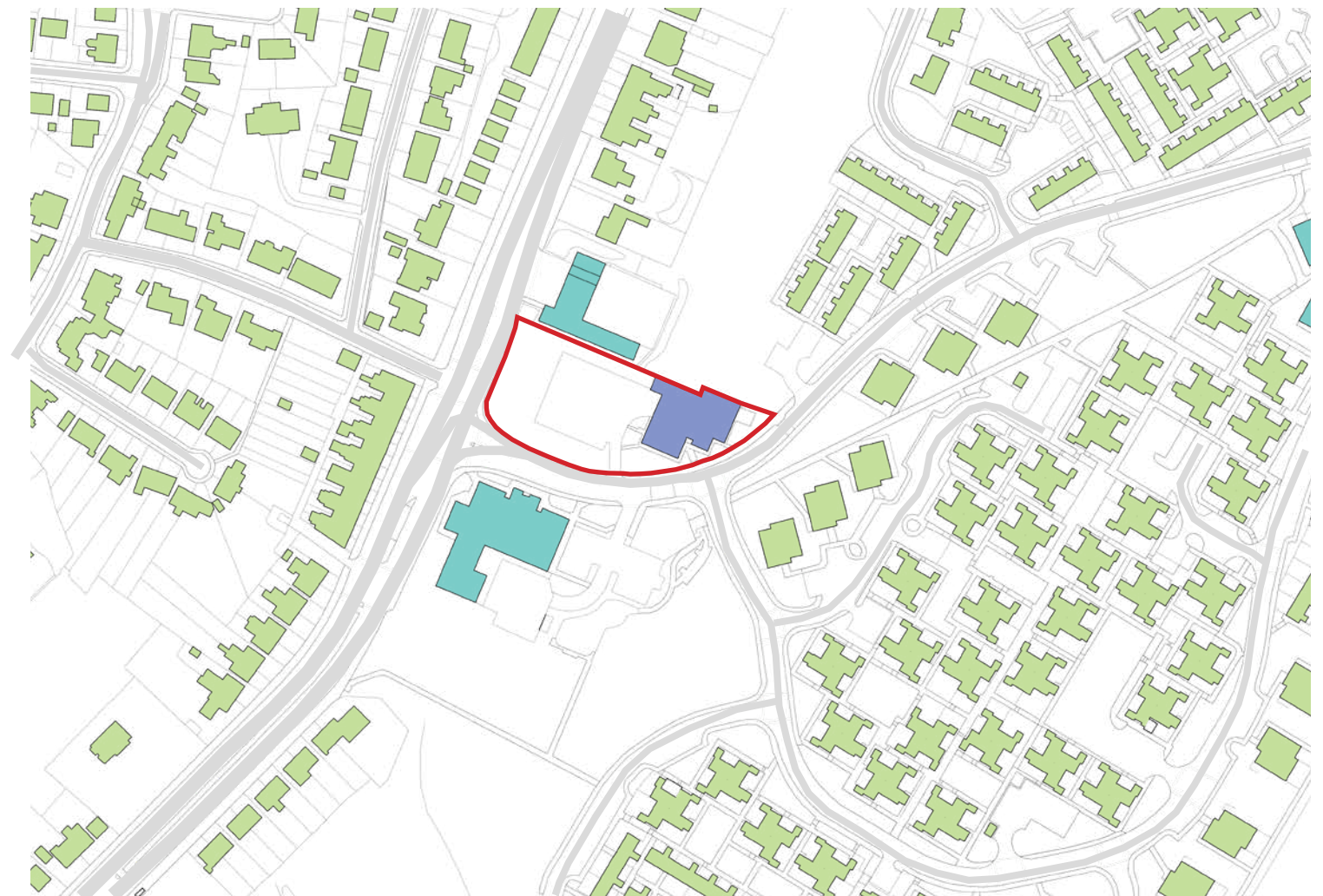
To the east of the site the housing developments increase in density including a number of short terraced rows, three storey apartment blocks and a number of buildings where four two storey dwellings have been incorporated within one form. Most of these dwellings have access to a small private garden with public green spaces in between houses and are accessed via small drives or closes branching off from White Moss Road.



UNDERSTANDING THE CONTEXT

LAND USE

The vast majority of the site is used for residential dwellings of multiple heights and densities. The specific site itself has primarily been used for hospitality purposes as a bar/social club. There is a medical centre opposite the site and a fire station adjacent to it facing Rochdale Road.



UNDERSTANDING THE CONTEXT

NATURAL FEATURES

The site has some wooded areas in between housing particularly towards the south east and to the immediate north in between White Moss Road and Rochdale Road.

There are also a number of significant public green spaces within walking distance of Blackley including Boggart Hole Clough to the south and Blackley Forest and Heaton Park to the west. There are also a number of small open green spaces around the site in between the neighbouring houses.



01

UNDERSTANDING THE CONTEXT

PLANNING CONSIDERATIONS

The only significant planning consideration in the immediate surroundings is Rochdale Road being a Major Road Environmental Improvement Corridor around which the natural and built environment is set to be enhanced.

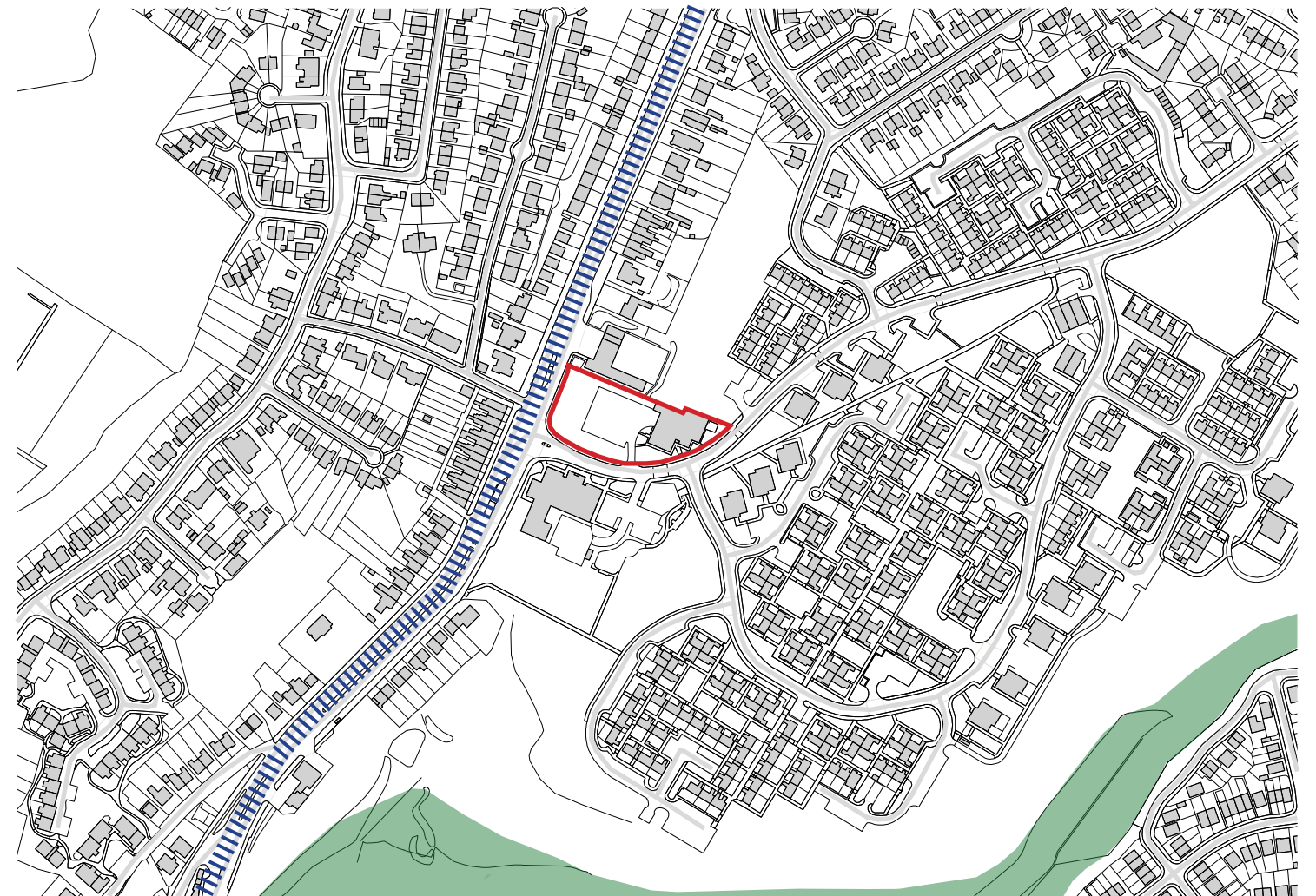
The area of green space to the south east of the site is labelled as a Site of Biological Interest which is set to be maintained in order to preserve valuable habitats, plants and animals in the area.

The River Irk Valley surrounds the south, east and north edges of Blackley which forms a large site of on going regeneration in Manchester to preserve and enhance it's natural, green spaces.

Site of Biological Interest



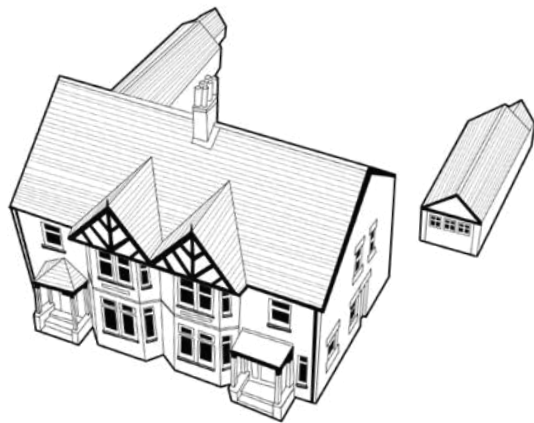
Major road environmental
Improvement corridor



01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES SEMI-DETACHED HOUSES, ROCHDALE ROAD



FORM

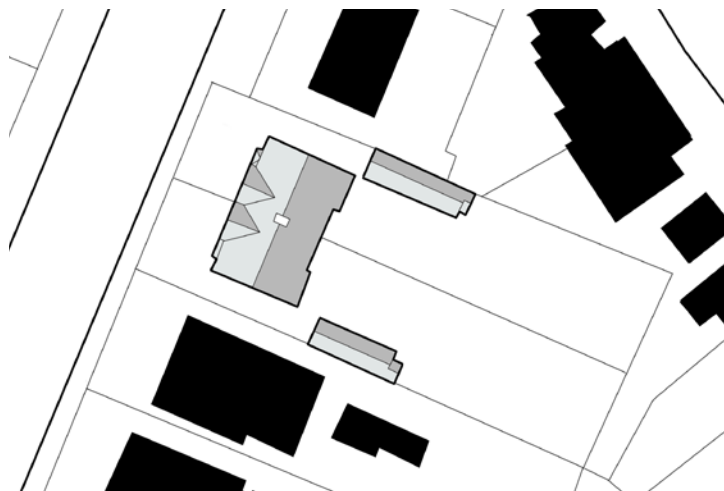
Semi-detached, bay-fronted houses with half-timbered gables and terracotta slate roofs.

The houses feature mullioned windows and decorative brickwork including horizontal banding and intricate terracotta clay cills.

LAYOUT

The properties are set on very large plots stretching back from the main road.

Both houses have a detached brick garage.



01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES TERRACED HOUSES, ROCHDALE ROAD



FORM

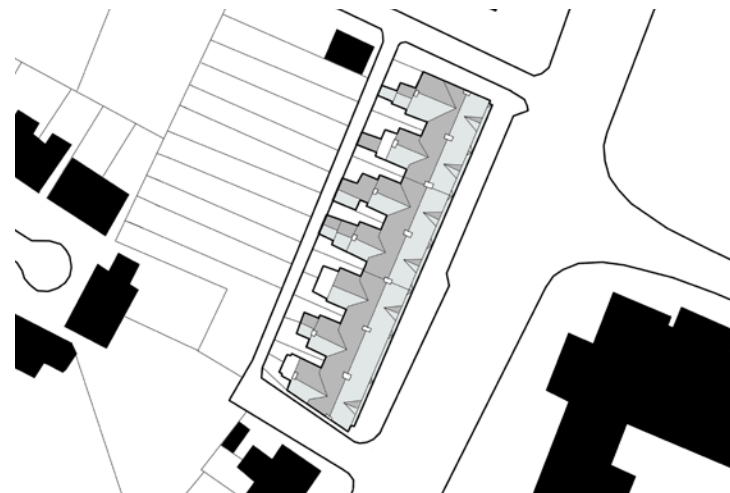
Red brick terraced houses with slate roofs, stepped to follow the sloping topography of the street. The houses are arranged in handed pairs with a central half-timbered gable, and projecting square bays joined by a canopy.

The tall window proportions show that the houses would have traditionally had sash windows. The windows have either stone lintels and cills, or feature brick specials to the head and jambs. The entrance doors are set within brick archways and there is feature brickwork in the form of a projecting horizontal band.

LAYOUT

The terraces front onto the main road with a low brick boundary wall separating small front gardens from the pavement.

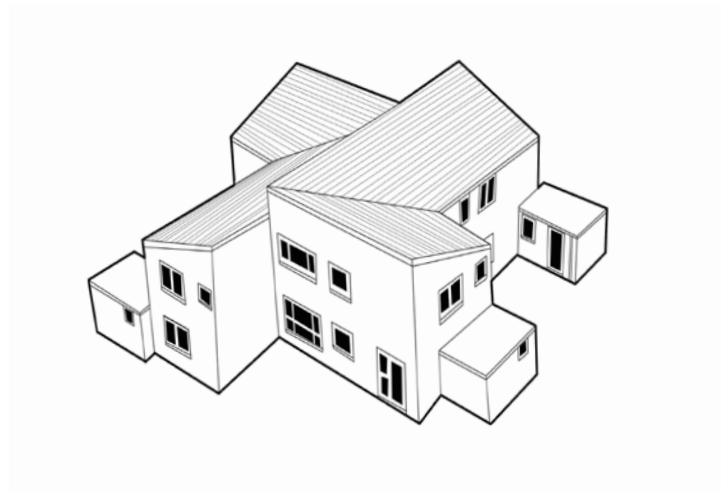
To the rear there is a vehicular access route which separates the houses from long, narrow private gardens.



01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES HAVERFIELD ROAD



FORM

The blocks are a 'cross' in plan, formed by two connecting 'L' shapes.

Each 2 storey block, made from red brick with concrete slate roofs, is divided into 4 No. 3 bedroom houses. Each dwelling has an adjoining single storey block containing a utility room and WC. Many of these have been extended or altered to create a main entrance hall.

LAYOUT

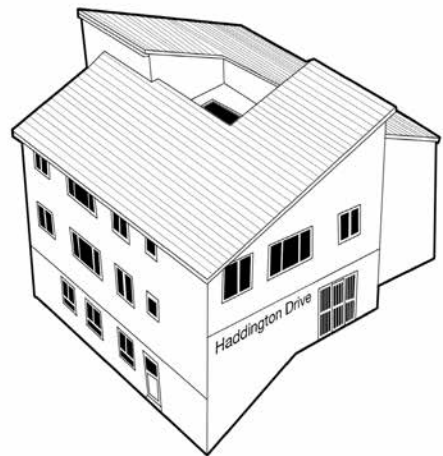
The blocks are arranged in a grid with areas of public green space. Parking spaces are arranged in groups along the road side and the blocks are then accessed by pedestrian paths. The 'cross' layout of the blocks provides each dwelling with a private garden to the front and side.



01

UNDERSTANDING THE CONTEXT

LOCAL TYPOLOGIES HADDINGTON DRIVE



FORM

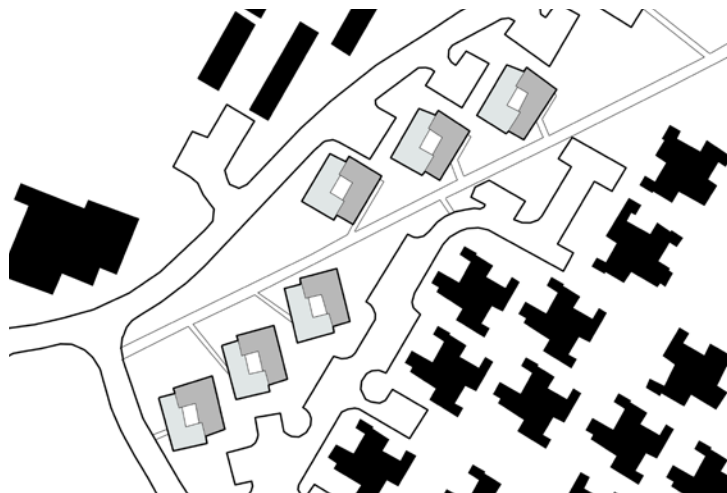
3 storey apartment blocks built using red brick and concrete roof tiles. The blocks are rendered at ground floor and feature large signage adjacent to the entrance doors.

The blocks are square in plan, with 2 L-shaped monopitch roofs. A rooflight to the flat area of roof provides natural light to the central stair.

LAYOUT

The blocks are angled, arranged in two lines either side of the footpath which cuts through the surrounding green space.

Car parking spaces are grouped together in small designated areas set-back off the roads.



02

DESIGN STRATEGY

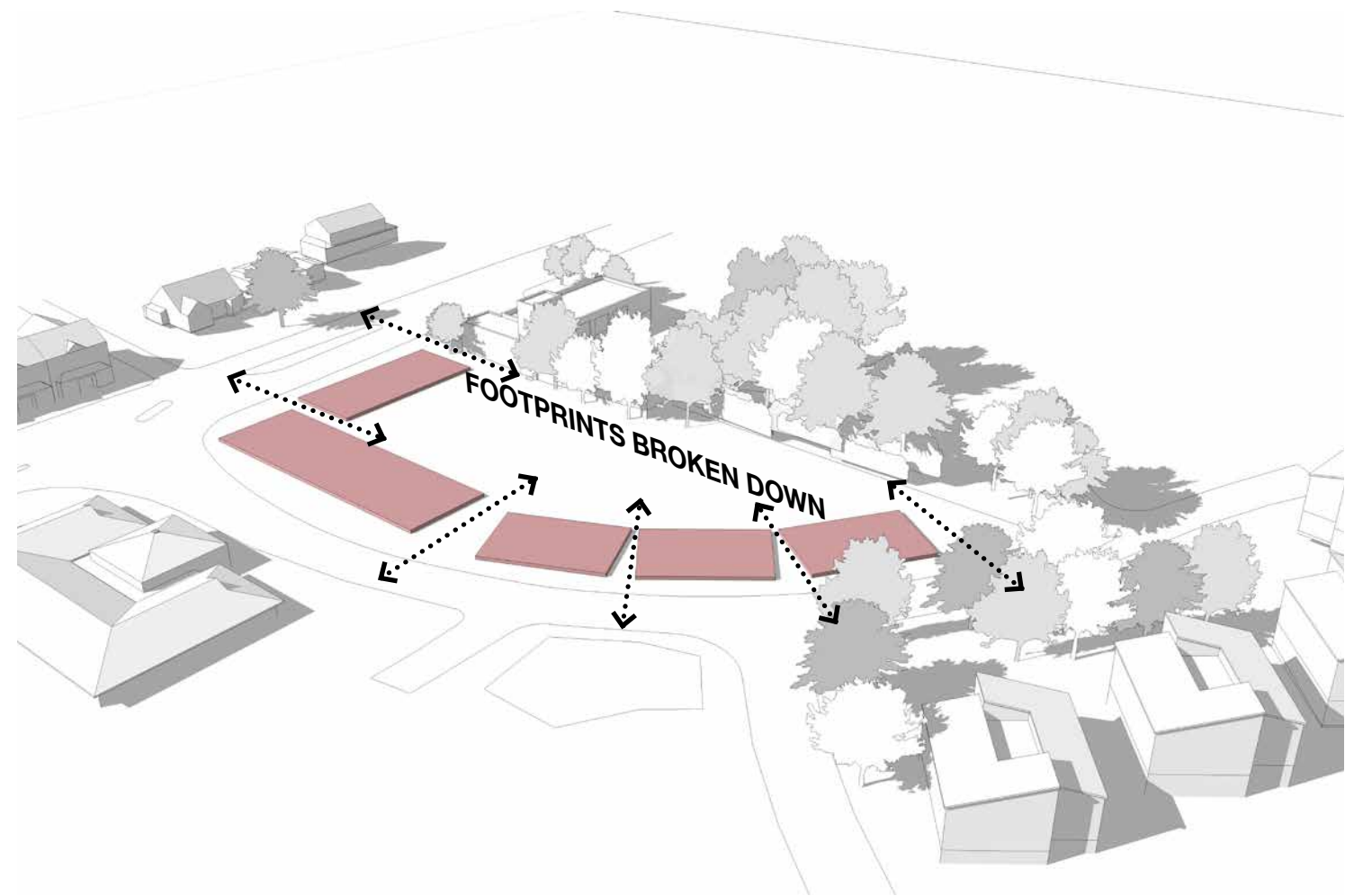
01

The edges of the site are defined by built footprints to provide frontages onto the neighbouring streets.



02

The continuous frontage is broken down into smaller blocks, allowing access and views onto the site. The subsequent footprints reflect the scale of the footprints of the local context.

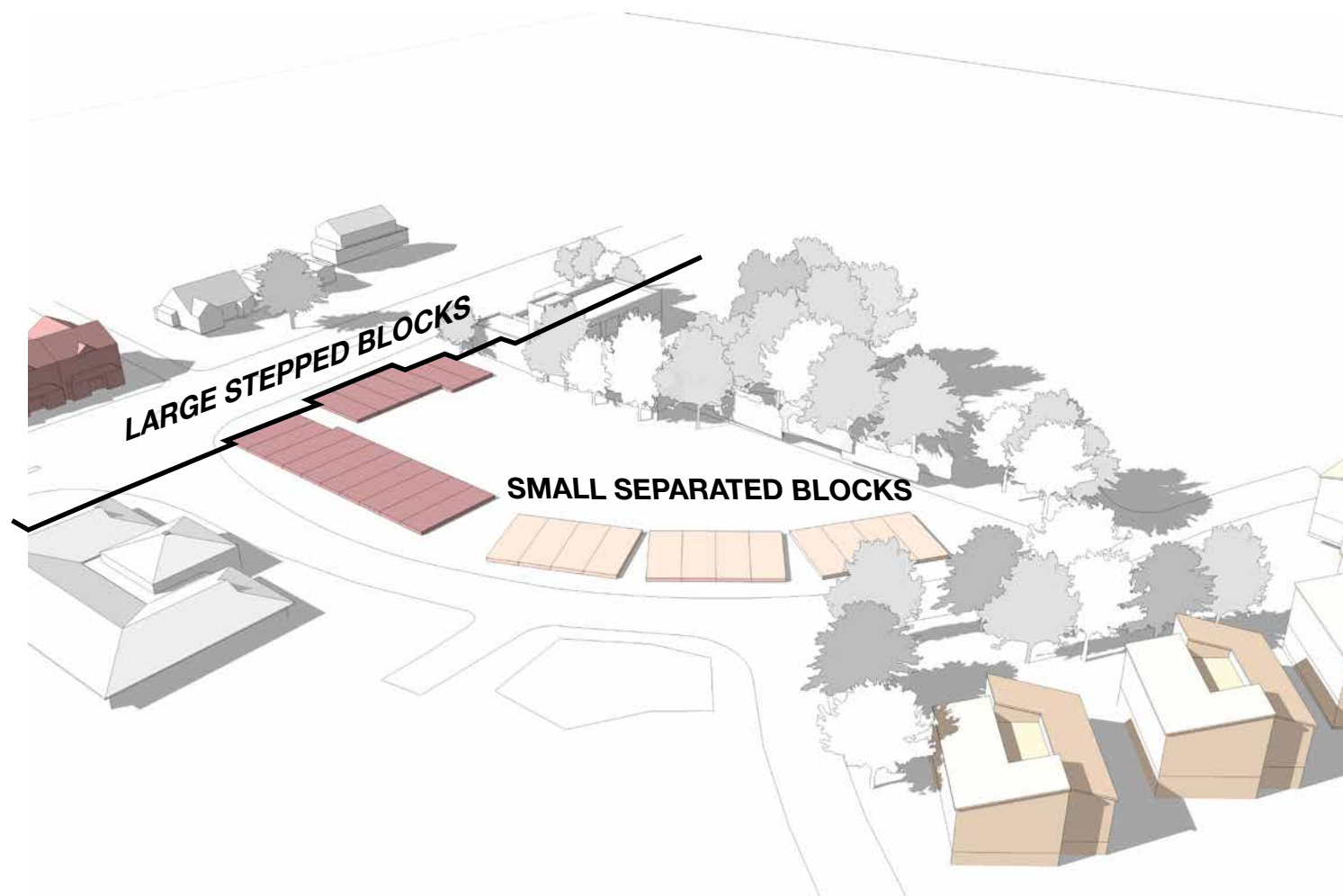


02

DESIGN STRATEGY

03

Larger blocks are positioned onto Rochdale Road with small steps in plan to reflect the adjacent building lines. Smaller separated blocks are positioned to the back of the site fronting onto White Moss Road, to reflect the grain of this street.



04

A three storey datum is established across the site to respond to the building heights in the local area.



02

DESIGN STRATEGY

05

Houses are articulated with traditional pitched roofs with gables at the end of each block to provide relief. Extra mass is afforded at the corner of Rochdale Road and White Moss Road.



06

Each property has a front door onto the street to ensure surveillance and activity onto the street.



02

DESIGN STRATEGY

07

Car parking is off street and concealed within the centre of the site.



08

Properties have front and rear gardens in addition to a shared communal lawn and allotment.

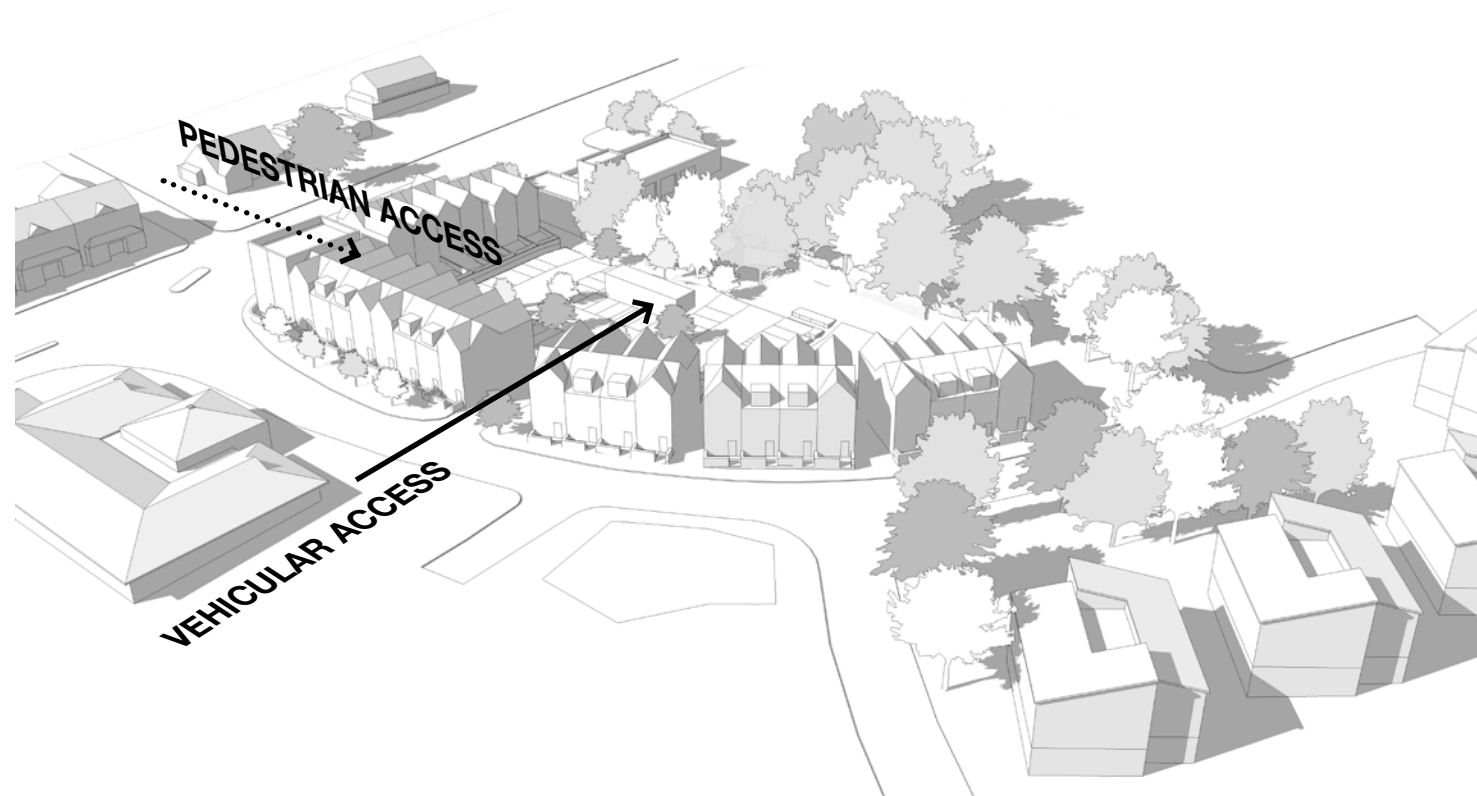


02

DESIGN STRATEGY

09

Pedestrian access is provided off Rochdale Road, whereas a separate vehicular access point is provided off White Moss Lane.

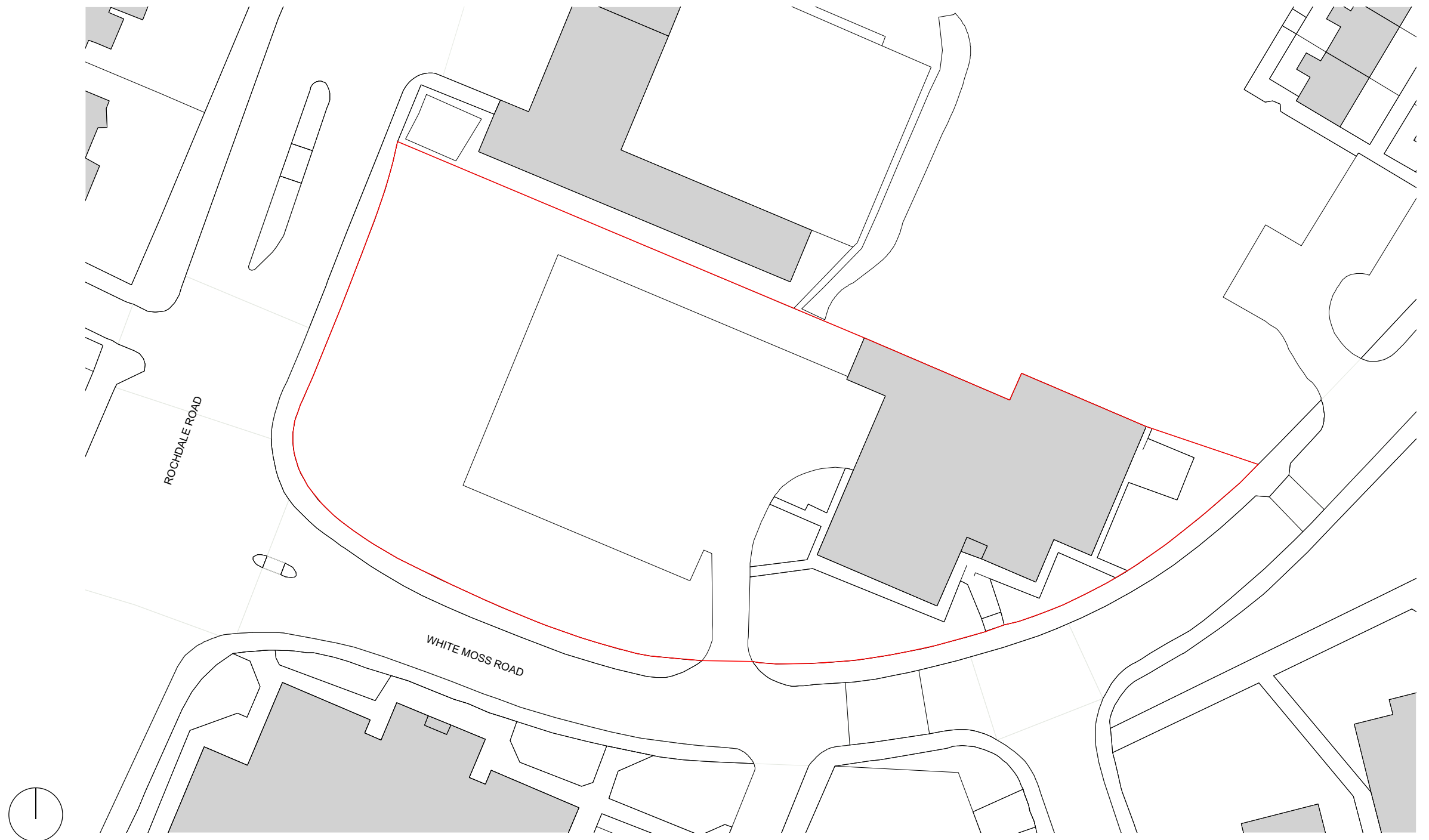


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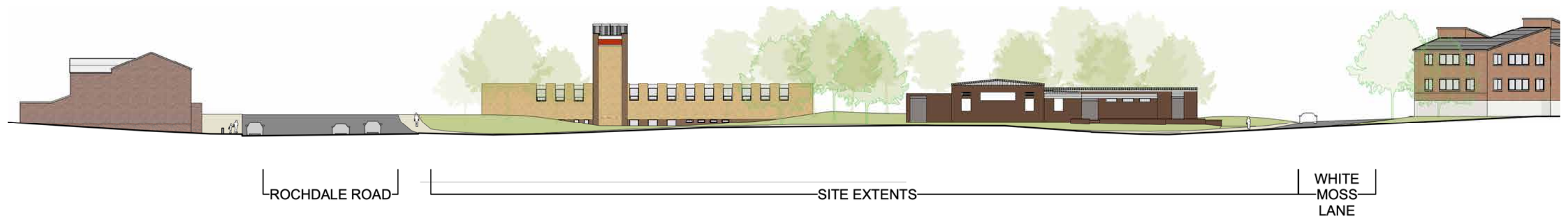
A mix of dwellings types are provided including a 1 bed garden flat and 2 bed duplex apartment, alongside 3 and 4 bed houses.



EXISTING SITE PLAN



EXISTING SITE ELEVATIONS



WHITE MOSS ROAD



ROCHDALE ROAD

PROPOSED SITE PLAN

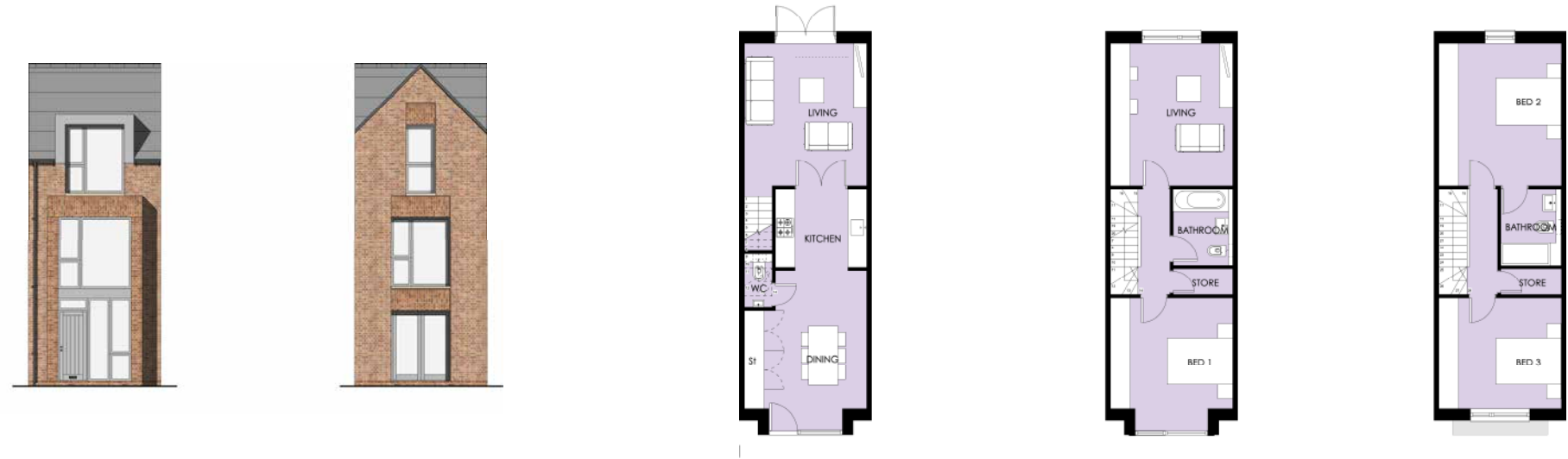
ACCOMMODATION SCHEDULE

ACCOMMODATION SCHEDULE

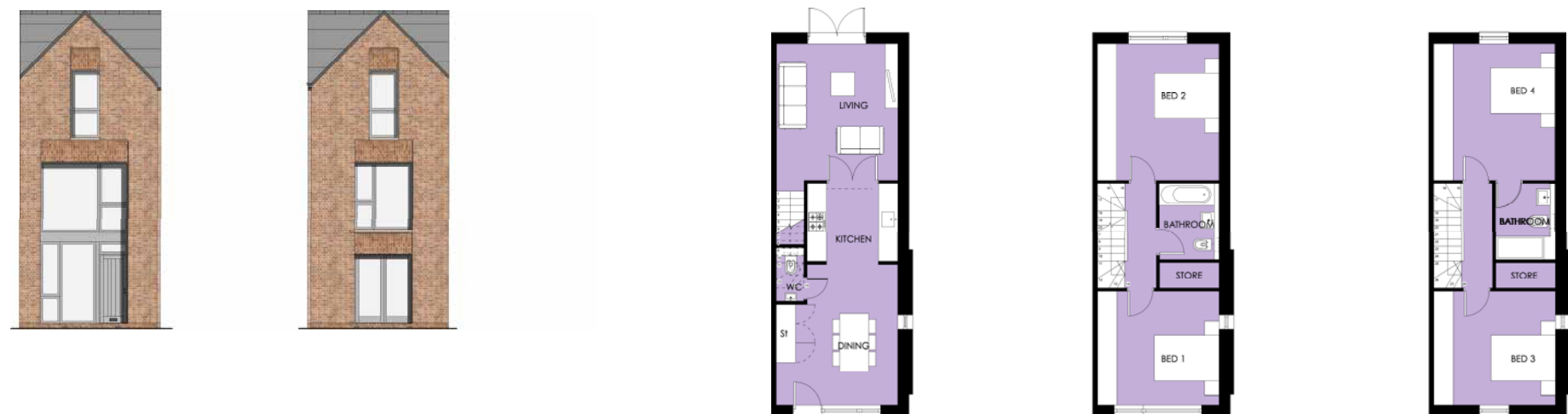
8no. 1 Bed Apartments.	3240sqft (405sqft ave.)
8no. 2 Bed Apartments.	7240sqft (905sqft ave.)
10no. 3 Bed Houses	13700sqft (1370sqft ave.)
10no. 4 Bed Houses	13550sqft (1355sqft ave.)
NIA	25246sqft



PROPOSED HOUSE TYPES



HOUSE TYPE 3A



HOUSE TYPE 4A

PROPOSED APARTMENT TYPES



APARTMENT TYPE 2A



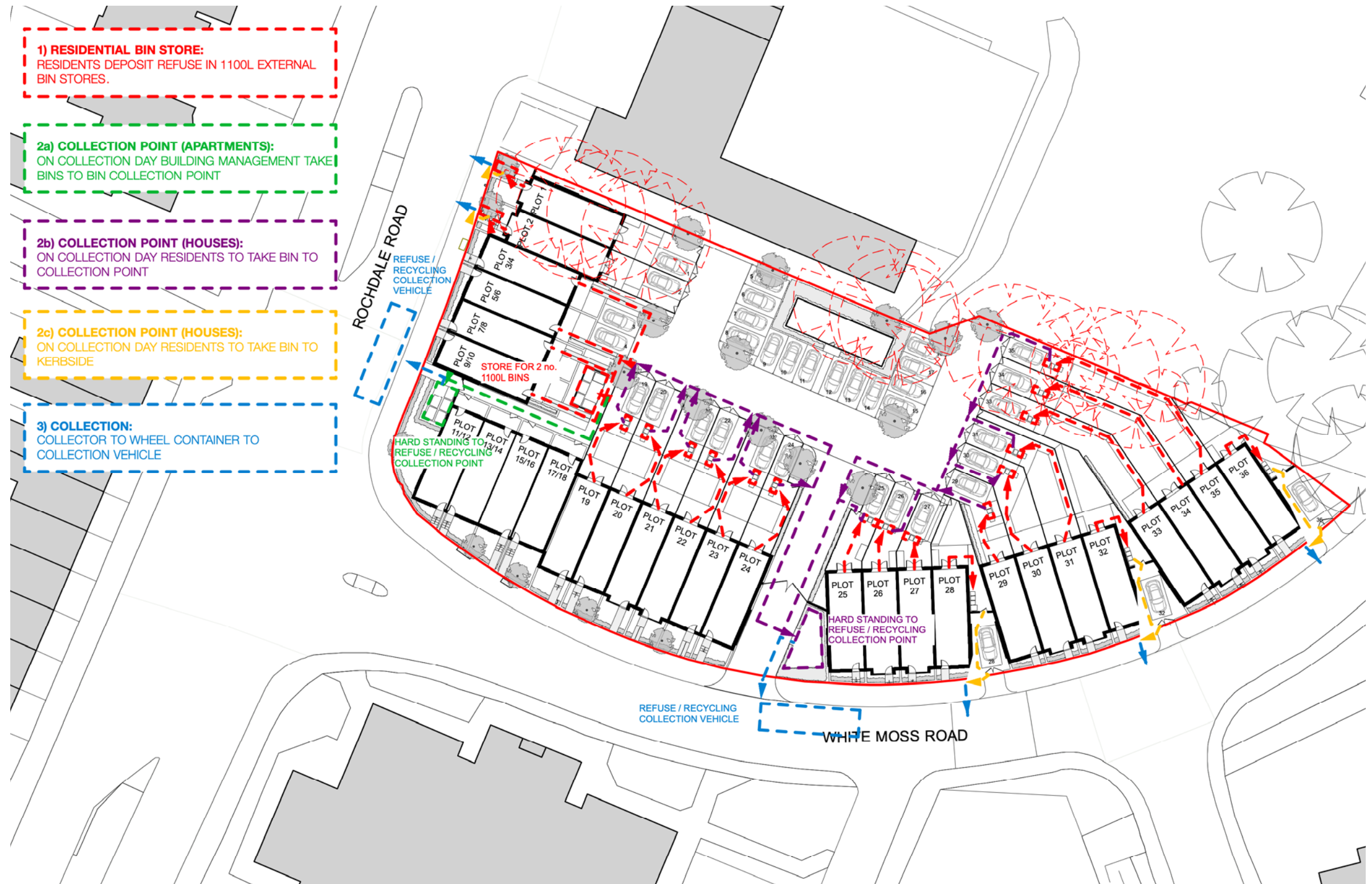
APARTMENT TYPE 1A

PROPOSALS

PROPOSED SITE ELEVATIONS



PROPOSED SERVICING PLAN



PROPOSED ACCESS PLAN

- ▲ LEVEL ACCESS
- ▲ STEPPED ACCESS
- ▲ SITE ACCESS (IN AND OUT)



03 PROPOSALS

MATERIALS ROOFS AND RAINWATER GOODS



Dormers - zinc clad dormer windows to front elevations at roof level



Residential Roofs - Cembrit Jutland Fibre Cement Roof Slates



Gutters and Downpipes - half-round galvanized effect downpipes and gutters on rise and fall brackets



03 PROPOSALS

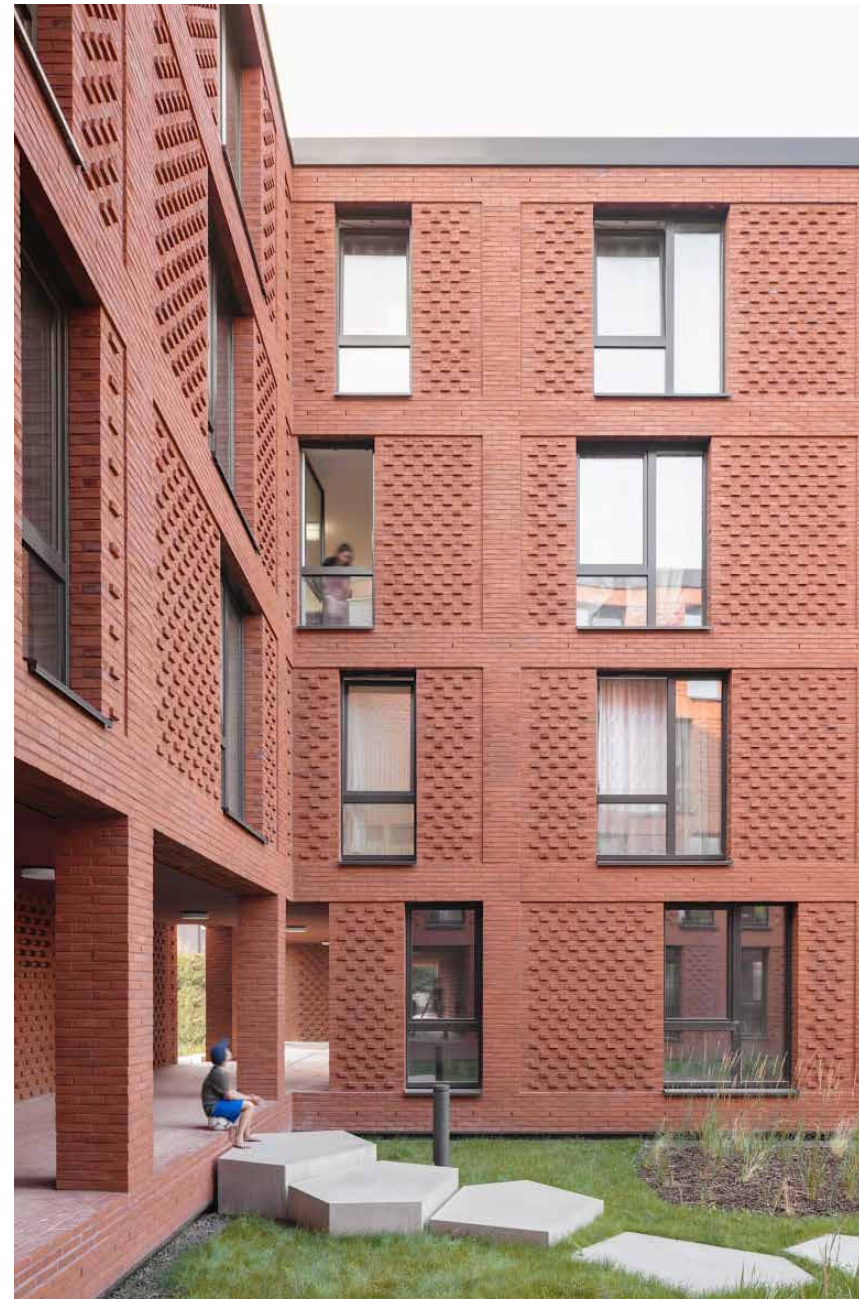
MATERIALS EXTERNAL WALLS



Red Brick



Red Brick with recessed header panels



Textured brick panels to break up brickwork



Textured brick detailing to break up the brickwork



Header course feature bands

03

PROPOSALS

MATERIALS
WINDOWS & CILLS



Double storey brick opening heights to front elevations



Projecting bay windows



Double height glazing

