

# 764-786 STOCKPORT ROAD LEVENSHULME

DESIGN & ACCESS STATEMENT

MARCH 2022

OLLIER SMURTHWAITE ARCHITECTS

01

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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 764-786 Stockport Road, Levenshulme.

The proposed development comprises a total of 30no. apartments with a mix of 10no. 1 beds and 20no. 2 beds. The ground floor contains 9no. retail/commercial units, and provision for over 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.

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# UNDERSTANDING THE CONTEXT

## REGIONAL IDENTITY

Stockport Road is heavily a residential area 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 congregational church



Siddall Street

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



1920's



1930's



1950's



1970's

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# UNDERSTANDING THE CONTEXT

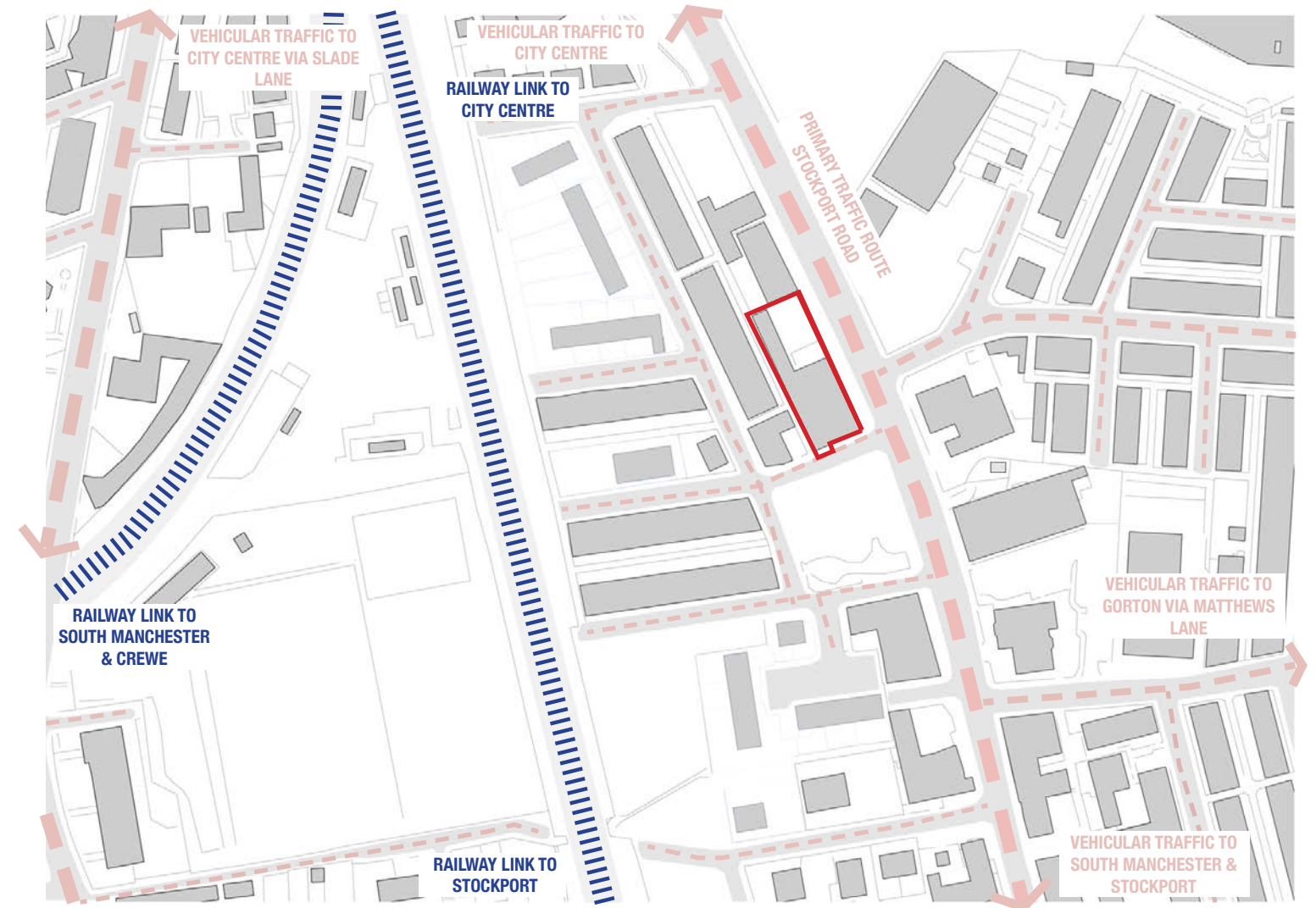
## LINKAGES TO SURROUNDINGS & MOVEMENT PATTERNS

The site is located on Stockport Road which contains the primary traffic route that 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.

There are a variety of buildings 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 number of green spaces throughout the area with some unoccupied land directly opposite the site.



01

# UNDERSTANDING THE CONTEXT

## SITE CHARACTER

The site, located on the corner of Swallow street and Stockport Road, contains a set of derelict, run-down buildings. The area shows signs of vandalism and no maintenance with boarded up windows and entries.

Shop signs still remain on parts of the site signalling where the shop fronts and living spaces above used to be on Stockport Road and the type of shops that they were. There is a bus lane directly in front of these shop fronts therefore no cars park there. Cars are parked on the pavement to the south of the site on Swallow street, which also sits next to the unused, overgrown land opposite the 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 |  |

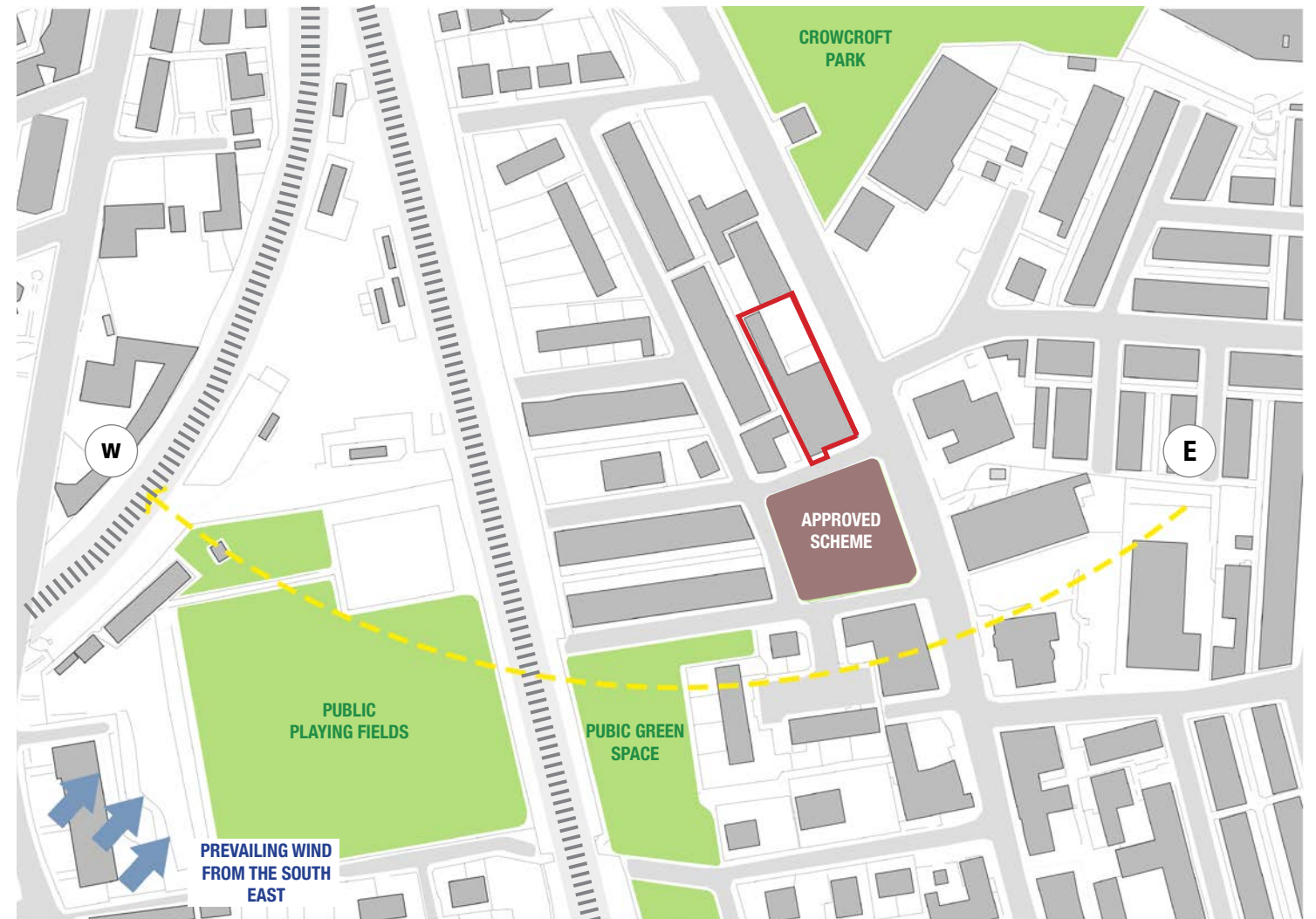


01

# UNDERSTANDING THE CONTEXT

## NATURAL FEATURES

Our specific site sits adjacent to 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.

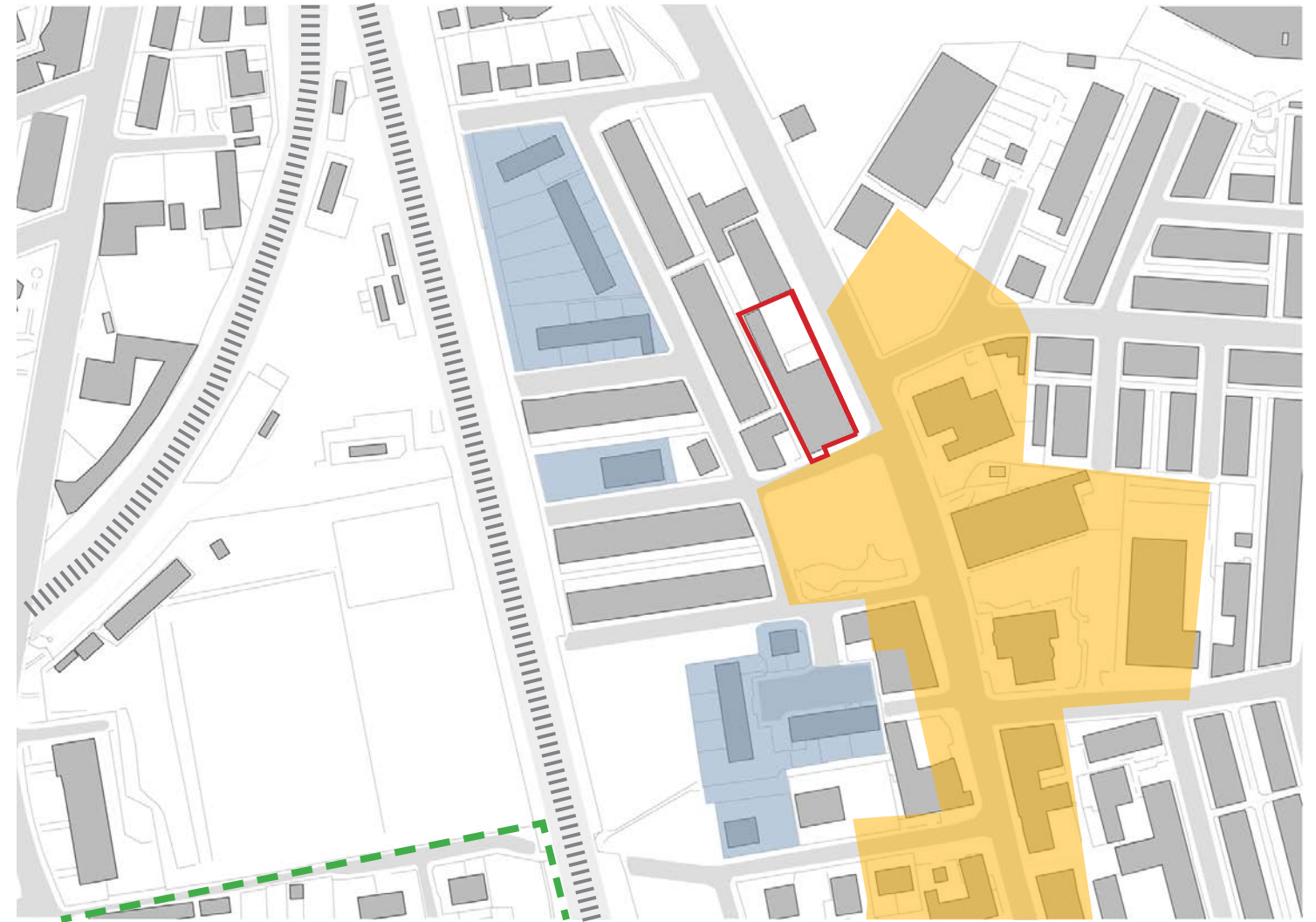
Parts of the surrounding area that was once populated with terraced housing has been redeveloped into new housing.

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

## LOCAL TYPOLOGIES - STOCKPORT ROAD



### FORM

3 storey terraces with shop units at ground (7 units long). Built in red facing brick with a hipped, slate roof.

At first floor, windows are large and square with two vertical mullions and painted masonry lintels and cills. The second floor windows are slightly less tall, made up of a pair of sash windows.

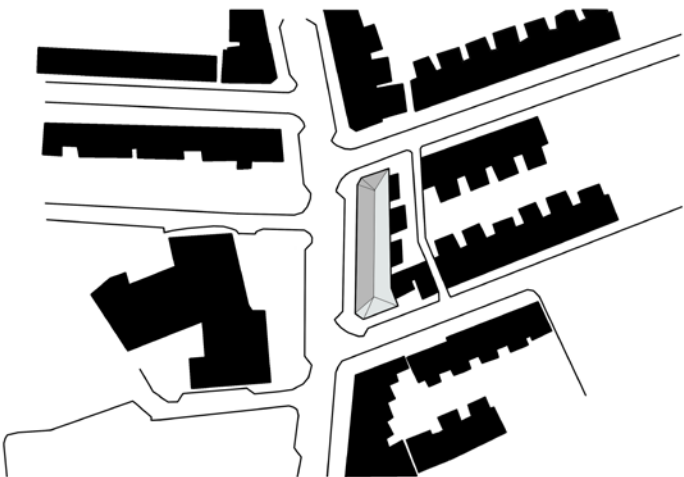
The elevations feature horizontal bands of brick with sawtooth detailing.

### LAYOUT

The linear building spans the block between Carrill Grove and Worsley Grove, facing onto Stockport Road.

The form and layout fits within the site morphology. Matching to buildings that continue along Stockport Road.

The building contains garden space towards the rear and backs up on to alleyway in between two sets of housing.



01

# UNDERSTANDING THE CONTEXT

## LOCAL TYPOLOGIES - STOCKPORT ROAD



### FORM

3 storey terraces with shop units at ground (8 units long). Built originally in red facing brick with a hipped, slate roof. Some of the units have been rendered.

At first and second floor, tall windows are arranged in pairs. All feature deep cills and lintels which have been painted black.



### LAYOUT

The linear building spans the block between Atlas Place and Balleratt Street, facing onto Stockport Road.

Additional access is available through an alleyway to the back of the building and to the side via an external staircase.



01

# UNDERSTANDING THE CONTEXT

## LOCAL TYPOLOGIES - STOCKPORT ROAD



### FORM

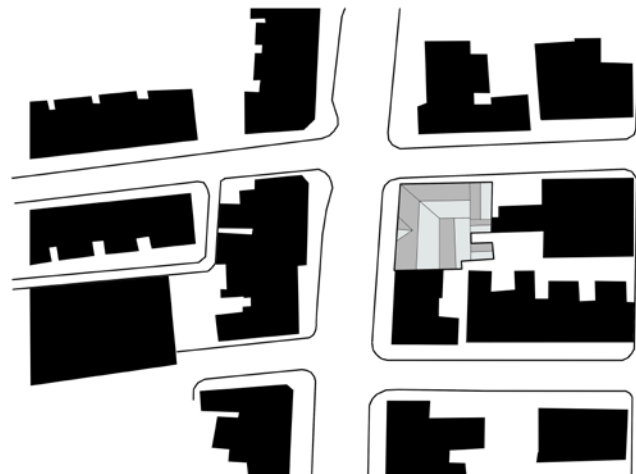
A 3 storey red brick building, with pitched roofs hidden behind a parapet. The ground floor contains retail/commercial space and the upper floors contain residential space.

The elevations feature horizontal banding details, and buff sandstone pilasters. The windows are tall and narrow with projecting cills and splayed brick headers.

### LAYOUT

Located on the corner of Stockport Road and Carrill Grove East.

There is access to the building on Stockport road as well as Carrill Grove East.



01

# UNDERSTANDING THE CONTEXT

## LOCAL TYPOLOGIES



### FORM

A 3 storey red brick building with a hipped, slate roof. It contains two shops on the ground floor with residential space above.

The facade has been broken up with projecting brick in vertical columns. The windows are tall and narrow with deep cills and curved head details.



### LAYOUT

Located on the corner of Stockport Road and Belvoir Avenue, this building backs up on to a small green space.



02

# DESIGN STRATEGY

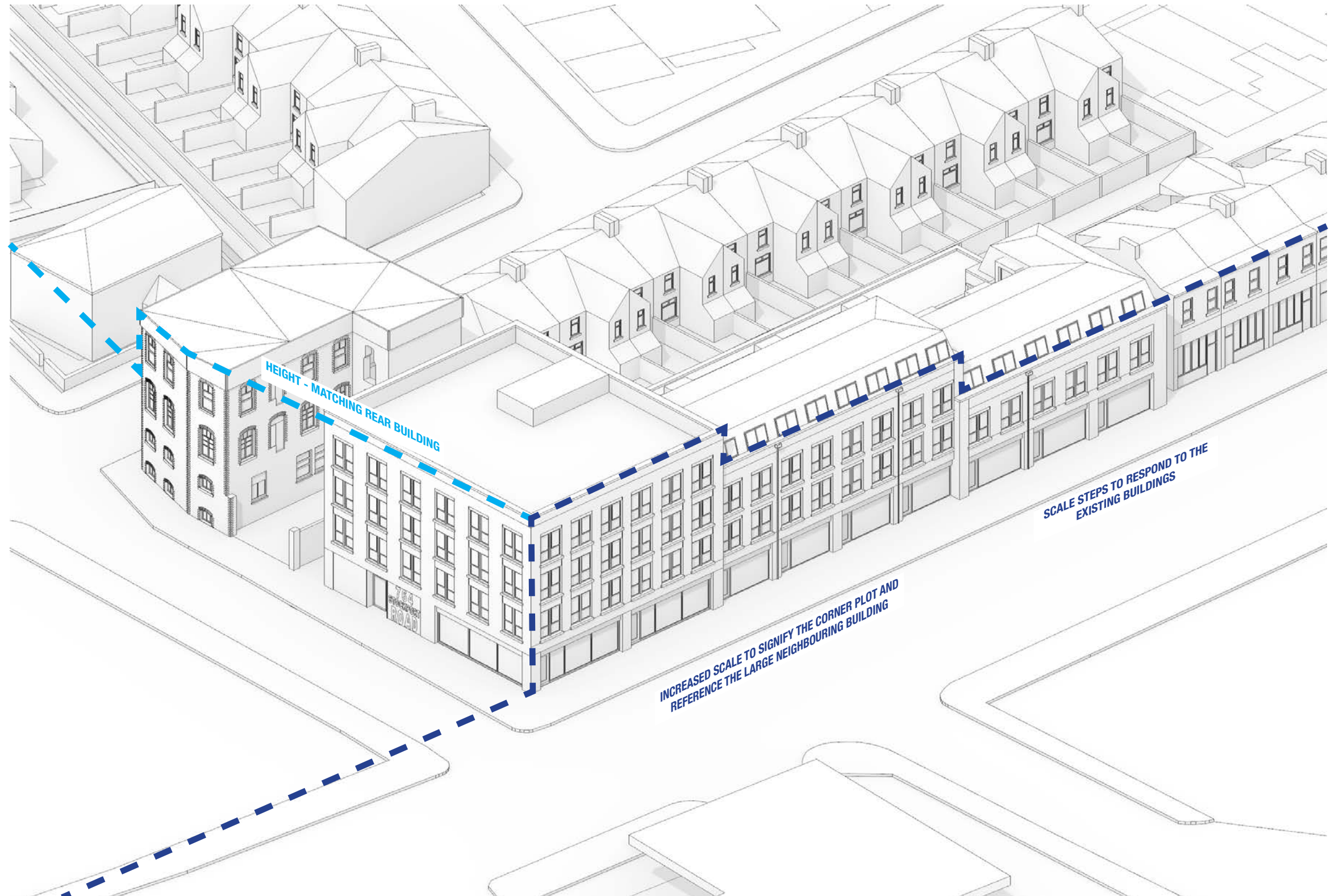
## LAYOUT & ACCESS



02

# DESIGN STRATEGY

## SCALE



02

# DESIGN STRATEGY

USE



02

# DESIGN STRATEGY

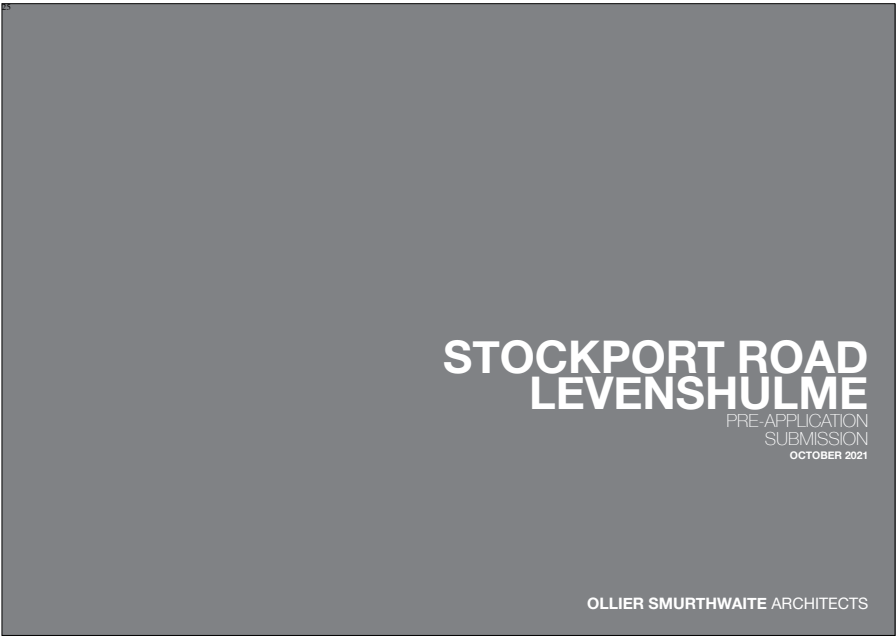
## PRE-APPLICATION CONSULTATION

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

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 third floor accommdation on the north side of the site was removed to reduce the height of the building and improve the viability of the scheme. This reduced the dwelling numbers and made the ridge height more consistent with the neighbouring buildings.

Further efficiencies were worked into the plan by rearranging the residential core and providing an additional retail unit facing Stockport Road. The front doors to the retail units on Stockport Road and Swallow Street will create more activity and increase natural surveillance.



03

### PROPOSALS

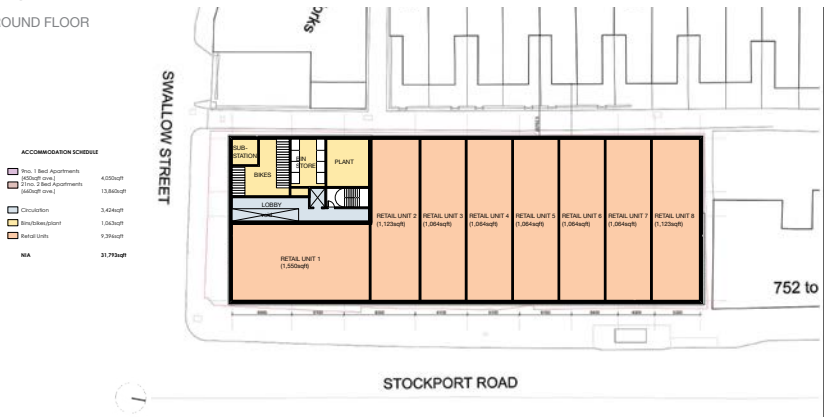
ELEVATIONS



03

### PROPOSALS

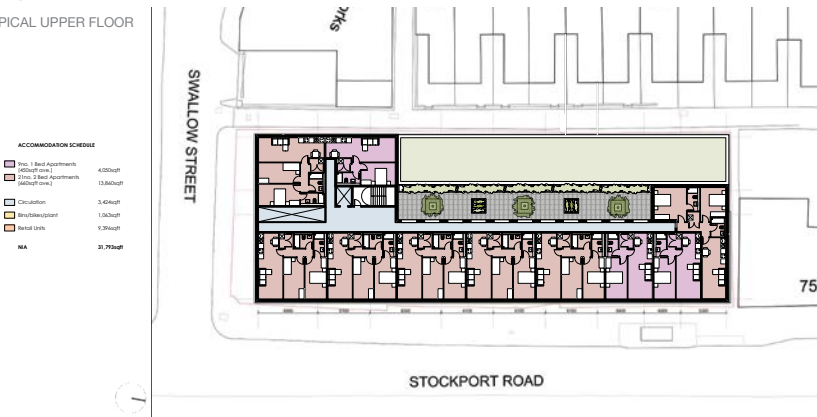
PLANS  
GROUND FLOOR



03

### PROPOSALS

PLANS  
TYPICAL UPPER FLOOR



03

### PROPOSALS

CONTEXT ELEVATION



03

### PROPOSALS

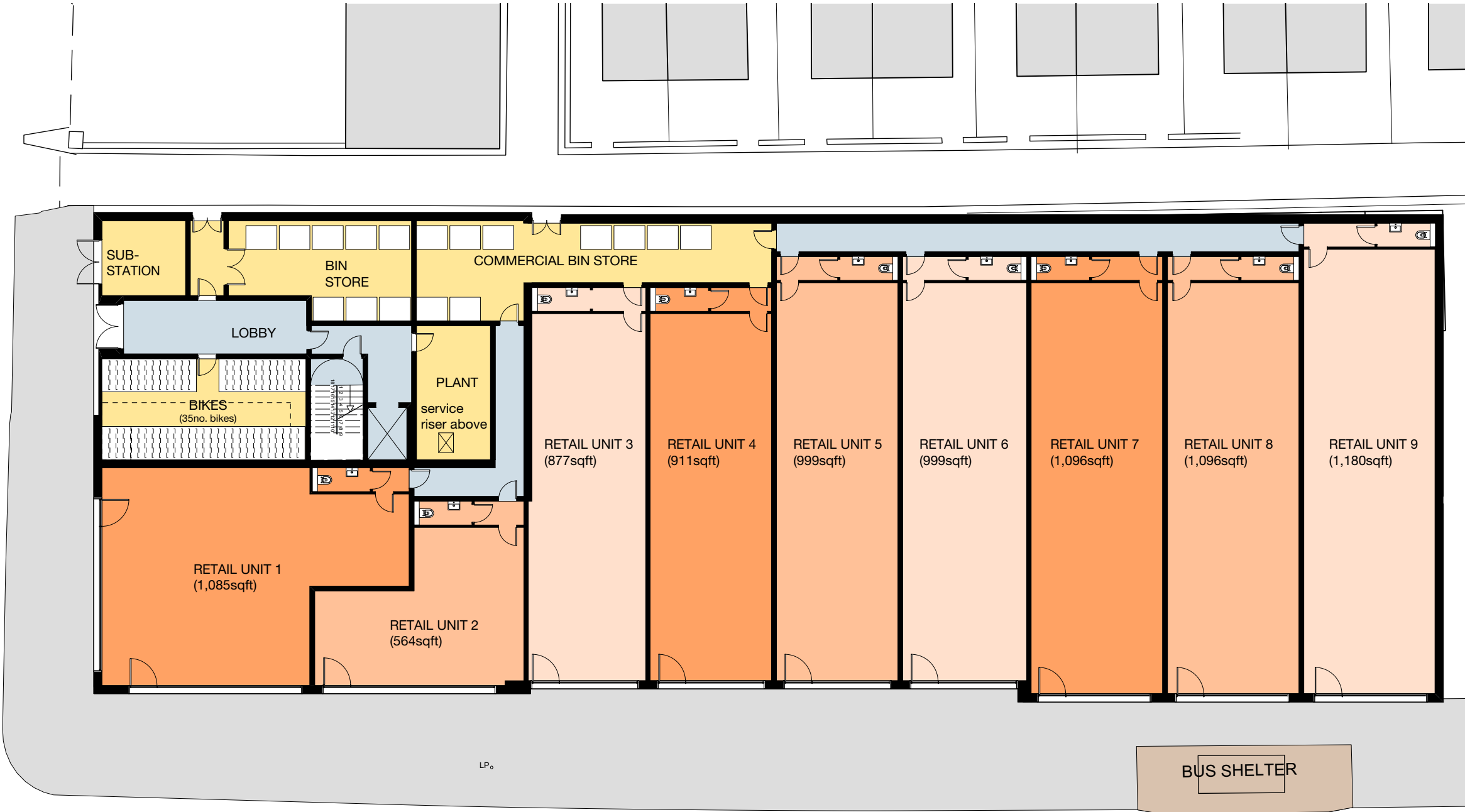




03  
PROPOSALS

PLANS - GROUND FLOOR

|                                     |                              |
|-------------------------------------|------------------------------|
| ACCOMMODATION SCHEDULE              |                              |
| 10no. 1 Bed Apartments . . . . .    | 4,602sqft<br>(460sqft ave.)  |
| 15no. 2 Bed 3P Apartments . . . . . | 13,664sqft<br>(683sqft ave.) |
| NIA . . . . .                       | 18,266sqft                   |
| 9no. Retail Units . . . . .         | 8,780sqft                    |
| Circulation . . . . .               | 3,285sqft                    |
| Bins / Bikes / Plant . . . . .      | 1,566sqft                    |
| TOTAL GIA . . . . .                 | 31,753sqft                   |

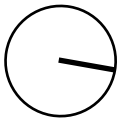
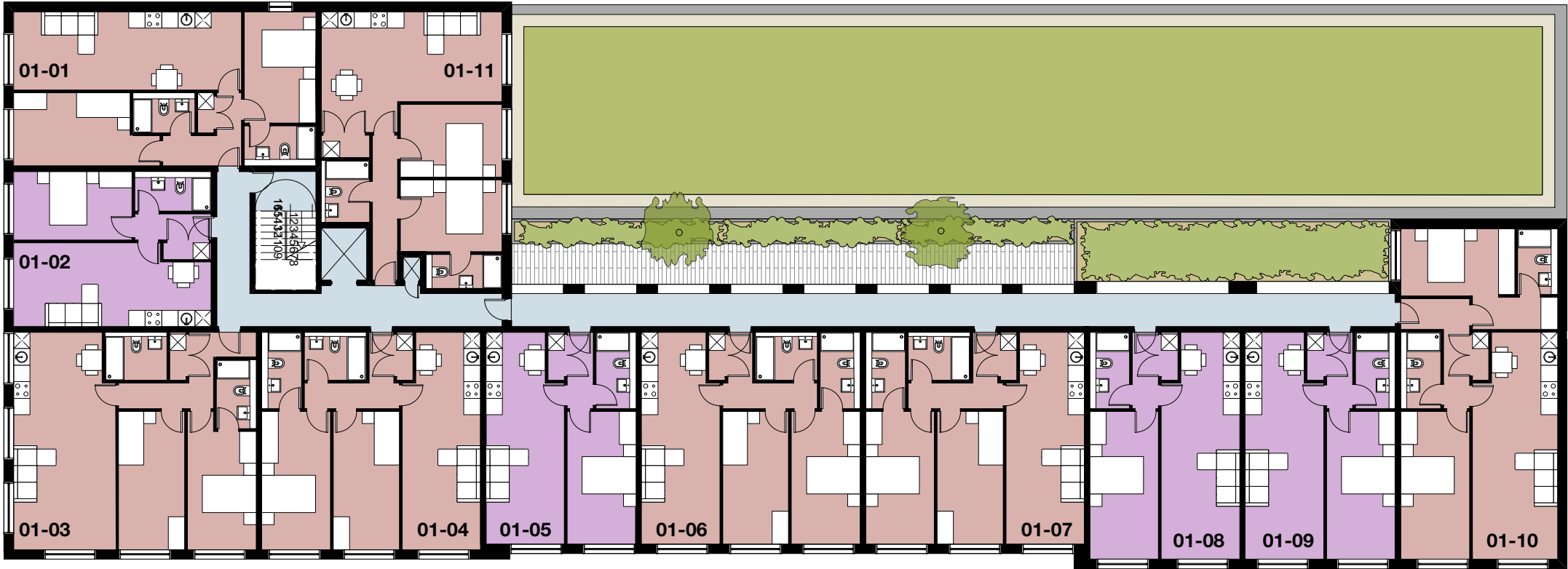


03  
PROPOSALS

PLANS - TYPICAL UPPER FLOOR

ACCOMMODATION SCHEDULE

|                                     |                              |
|-------------------------------------|------------------------------|
| 10no. 1 Bed Apartments . . . . .    | 4,602sqft<br>(460sqft ave.)  |
| 15no. 2 Bed 3P Apartments . . . . . | 13,664sqft<br>(683sqft ave.) |
| NIA . . . . .                       | 18,266sqft                   |
| 9no. Retail Units . . . . .         | 8,780sqft                    |
| Circulation . . . . .               | 3,285sqft                    |
| Bins / Bikes / Plant . . . . .      | 1,566sqft                    |
| TOTAL GIA . . . . .                 | 31,753sqft                   |

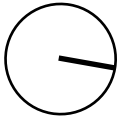
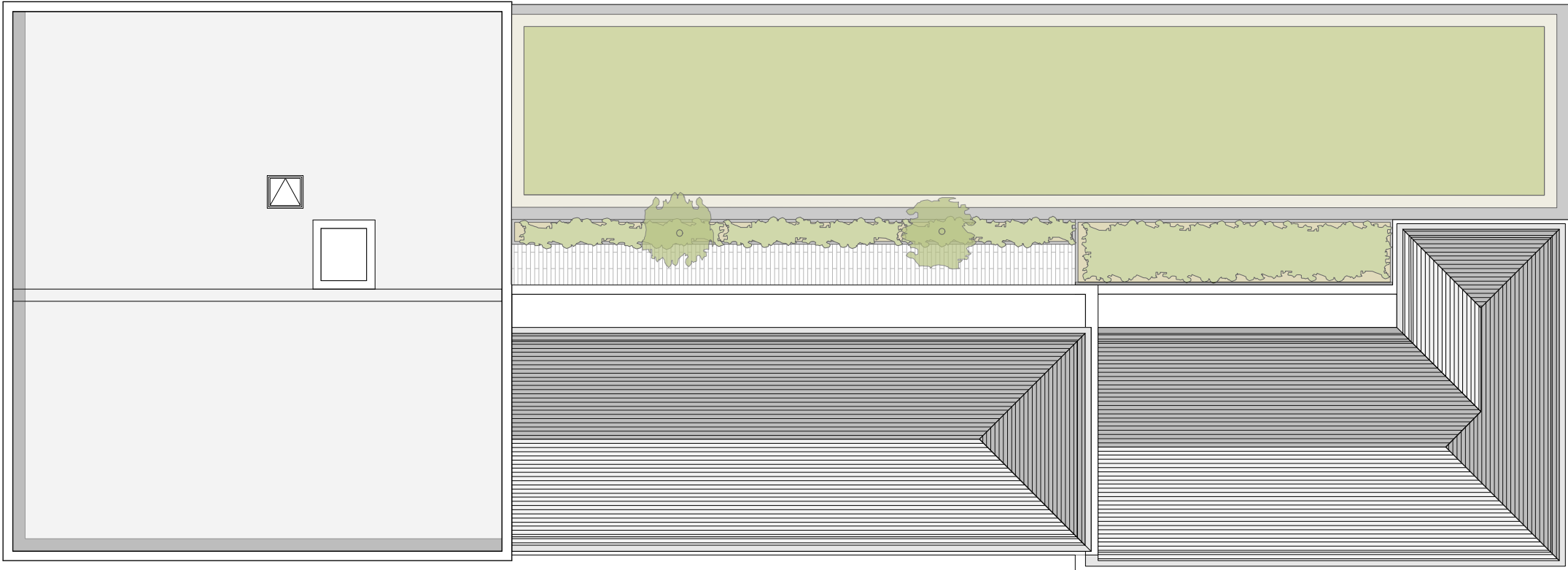


03

PROPOSALS

PLANS - ROOF PLAN

| ACCOMMODATION SCHEDULE              |                              |
|-------------------------------------|------------------------------|
| 10no. 1 Bed Apartments . . . . .    | 4,602sqft<br>(460sqft ave.)  |
| 15no. 2 Bed 3P Apartments . . . . . | 13,664sqft<br>(683sqft ave.) |
| <b>NIA . . . . .</b>                | <b>18,266sqft</b>            |
| 9no. Retail Units . . . . .         | 8,780sqft                    |
| Circulation . . . . .               | 3,285sqft                    |
| Bins / Bikes / Plant . . . . .      | 1,566sqft                    |
| <b>TOTAL GIA . . . . .</b>          | <b>31,753sqft</b>            |



03

# PROPOSALS

## ELEVATIONS



FRONT ELEVATION



REAR ELEVATION

03

# PROPOSALS

## ELEVATIONS



NORTH ELEVATION



SOUTH ELEVATION

03

# PROPOSALS

## CONTEXT ELEVATIONS



STOCKPORT ROAD



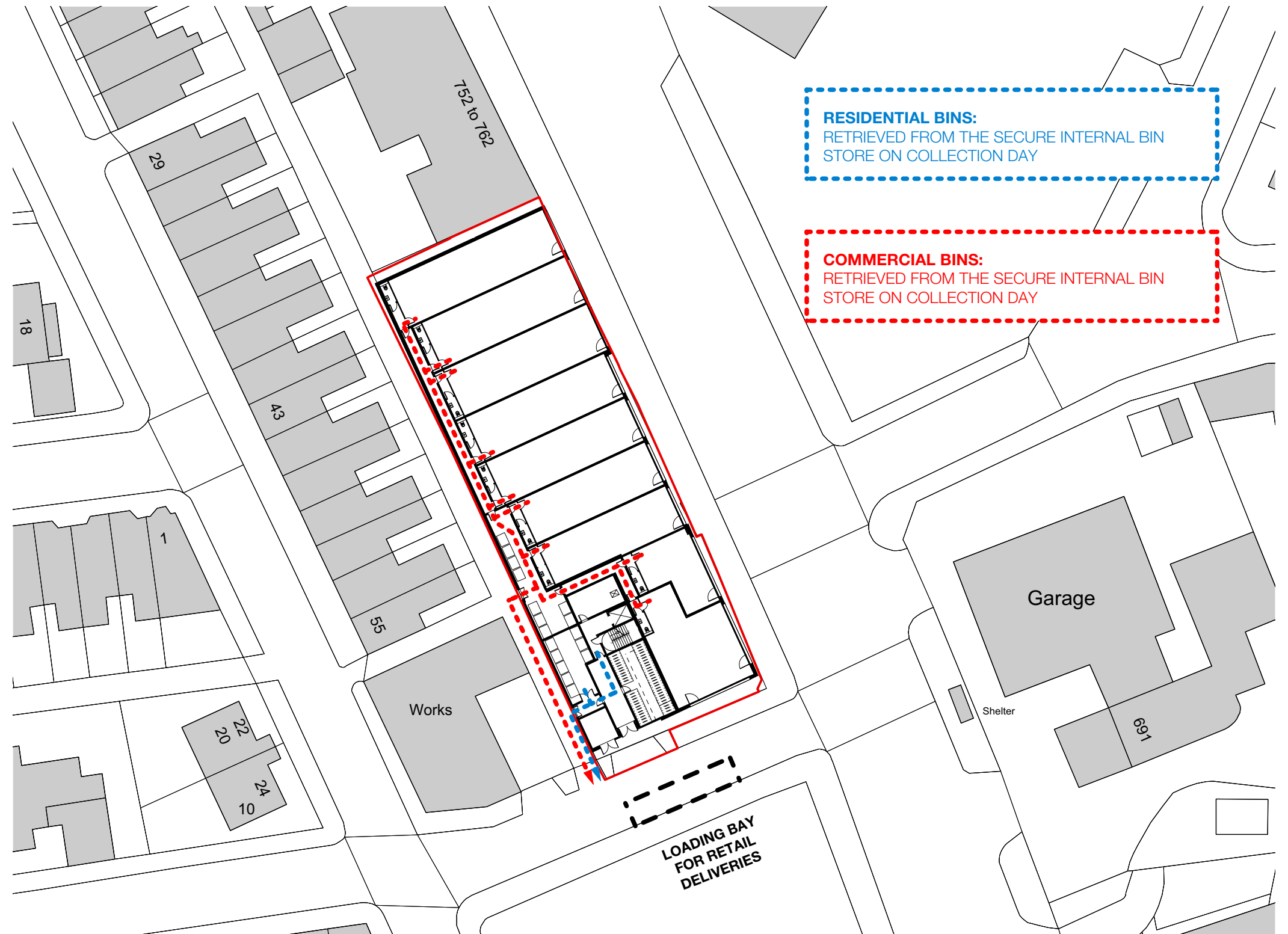
SWALLOW STREET

03

# PROPOSALS

## SERVICING PLAN

On bin collection day the bins will be retrieved from the secure, internal commercial and residential bin stores.



03

# PROPOSALS

## MAINTENANCE PLAN

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 rooflights are also cleaned from the inside.



**EAST ELEVATION**  
1:400 @ A3



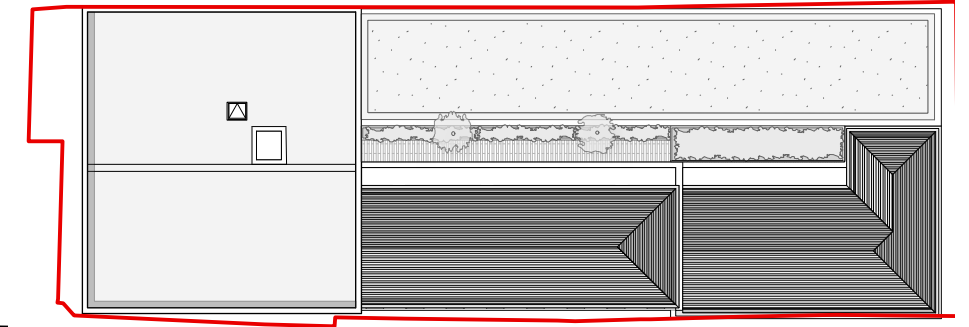
**SOUTH ELEVATION**  
1:400 @ A3



**WEST ELEVATION**  
1:400 @ A3



**NORTH ELEVATION**  
1:400 @ A3



**ROOF PLAN**  
1:500 @ A3

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



CENTRE PIVOT ROOF LIGHTS



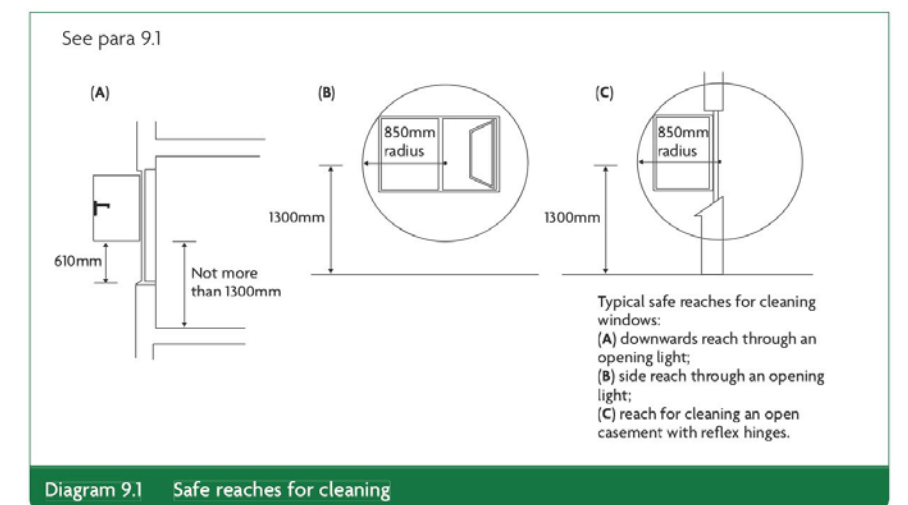
WINDOWS ON FACADES FACING STOCKPORT ROAD AND SWALLOW STREET WILL BE CLEANED BY POLE. POLE CLEANING CAN REACH UP TO 19M.



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)

# PROPOSALS

## MATERIALS

### ROOFS & 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



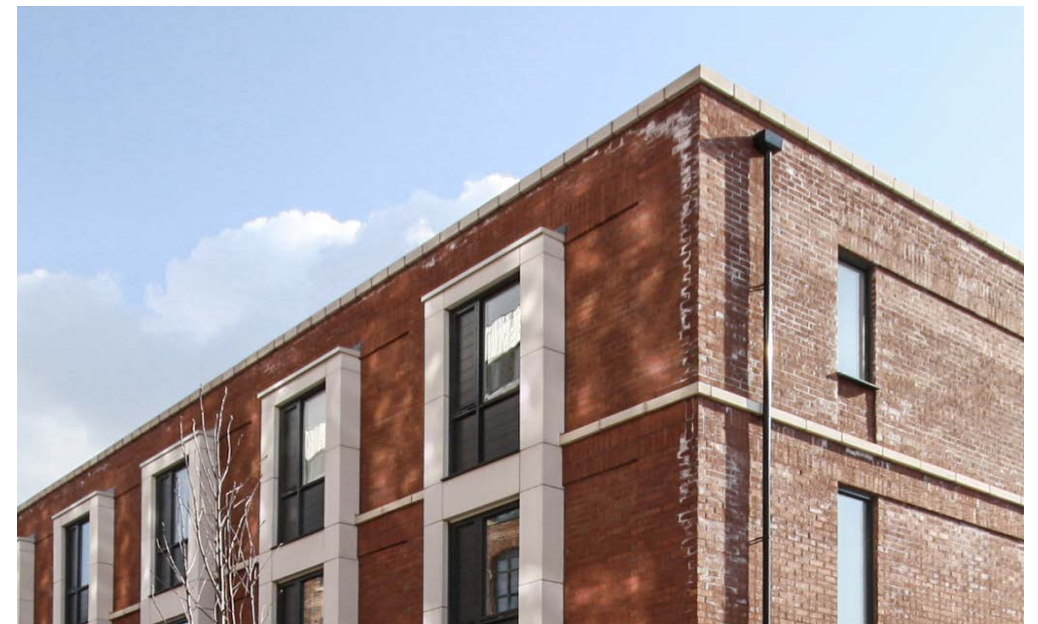
Residential Roofs - Cembrit Jutland Fibre Cement Roof Slates



Roof Lights- Flush roof lights



Roof lights to sit flush in grey tiled roof



Cast Stone Parapet Detail



Fibre Cement Roof Tiles to houses

03  
PROPOSALS

MATERIALS  
EXTERNAL WALLS

Red brick has been chosen to complement the surrounding buildings. A red brick soldier course separates retail from residential and matching precast stone window header, cill and mullion add visual interest to the facades.



Red brick with soldier course



Red Brick



Precast stone heads and cills



Double windows with precast mullions



Precast stone heads and mullions

# 03 PROPOSALS

## MATERIALS WINDOWS AND CILLS

The shopfronts wrap around the elevations on Stockport Road and Swallow 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 Swallow Street clearly marks the residential entrance.



Retail shopfront recessed from brick facade



Feature precast panel between windows with matching mullion



Feature precast panel between windows with matching mullion



Feature brick detail above shopfronts



Apartment entrance with canopy and signage

03

# PROPOSALS

VIEWS



# 03 PROPOSALS



View from the junction of Stockport Road and Swallow Street



View from the junction of Stockport Road



View from Swallow Street



