Pennington Street, Levenshulme, Manchester

Design and Access Statement

December 2025



DK Architects

RIBA

Introduction

This statement has been produced by DK-Architects in support of the Planning application submitted for the proposed erection of 14no. affordable homes and new adoptable highway, located off Pennington Street, Levenshulme.

The purpose of this report is to provide a description of the client brief, explanation of the site opportunities and constraints and highlight the way that the proposed development has responded to these issues.

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1.1 Site Location

The Site lies within the dense residential area of Levenshulme, between Pennington Street and Park Grove.

The site location is highly sustainable, with local amenities including the Arcadia Library & Leisure Centre, Levensulme Medical Practice, places of worship and supermarkets within walking distance.

Located off of the A6, the site has strong vehicular connections between Manchester city centre to the north-west and Stockport to the south.

The site is located directly adjacent to the railway track servicing Levenshulme train station, circa 0.5 miles to the south.

The railway station is used by both local residents and those in the wider area commuting into Manchester Piccadilly and Crewe for further national connections.

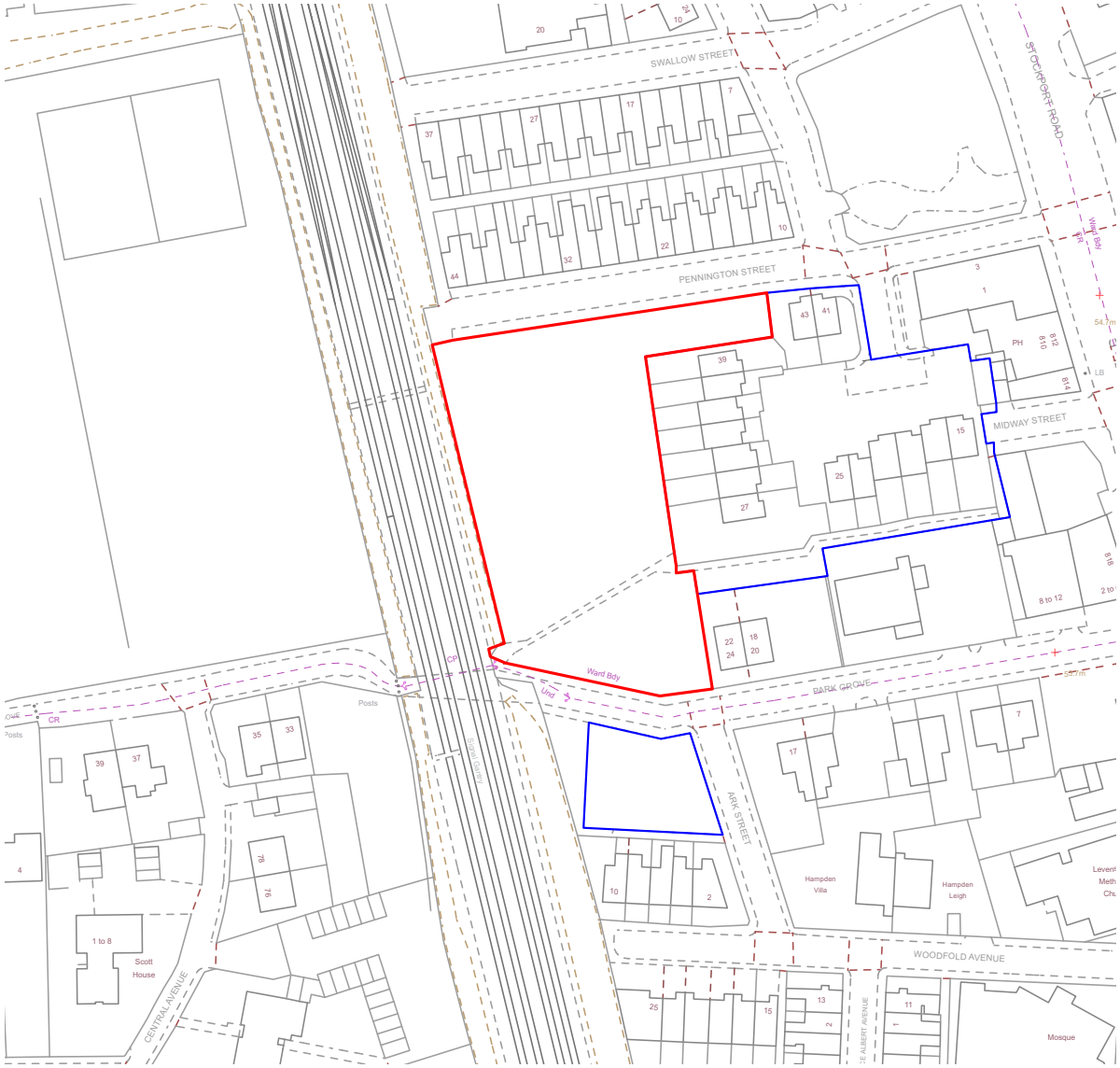


Image 1.01 - Site Location Plan

2.1 Planning - Planning History

There have been no previous Planning applications documented on the site to date, in accordance with public domain records.

The map adjacent, sourced from Manchester City Council, highlight applications within the vicinity of the site [blue square].

Application references are as follows:

1. 140700/FO/2024 - Demolition of the existing buildings and construction of a mixed-use development comprising a maximum of four storeys with 4 no commercial units (Class E) at ground floor level and 14 no apartments (Class C3), together with associated cycle parking, refuse storage and landscaping.

2. 140512/PDE/2024 - Prior notification of proposed larger home extension projecting 3.7m to the rear, with a maximum height of 3.7m and a height at eaves of 2.4m.

3. 141248/TCA/2024 - Works to trees - proposed root pruning works to 4 mature trees and resurfacing.

4. 140192/TCA/2024 - Works to trees - proposed pruning works to 3x trees in the rear garden.

5. 138622/FH/2023 - Part retrospective application including partial demolition and rebuilding of front and rear elevations, erection of single storey rear extension and external alterations, including, replacement of render to rear and side elevations, installation of front bay window and elevational alterations involving replacement windows and doors.

6. 140824/TCA/2024 - Works to tree - proposed removal of a hawthorn tree T1 in front garden and replant.

7. 141025/FH/2024 - Erection of a single storey rear extension.

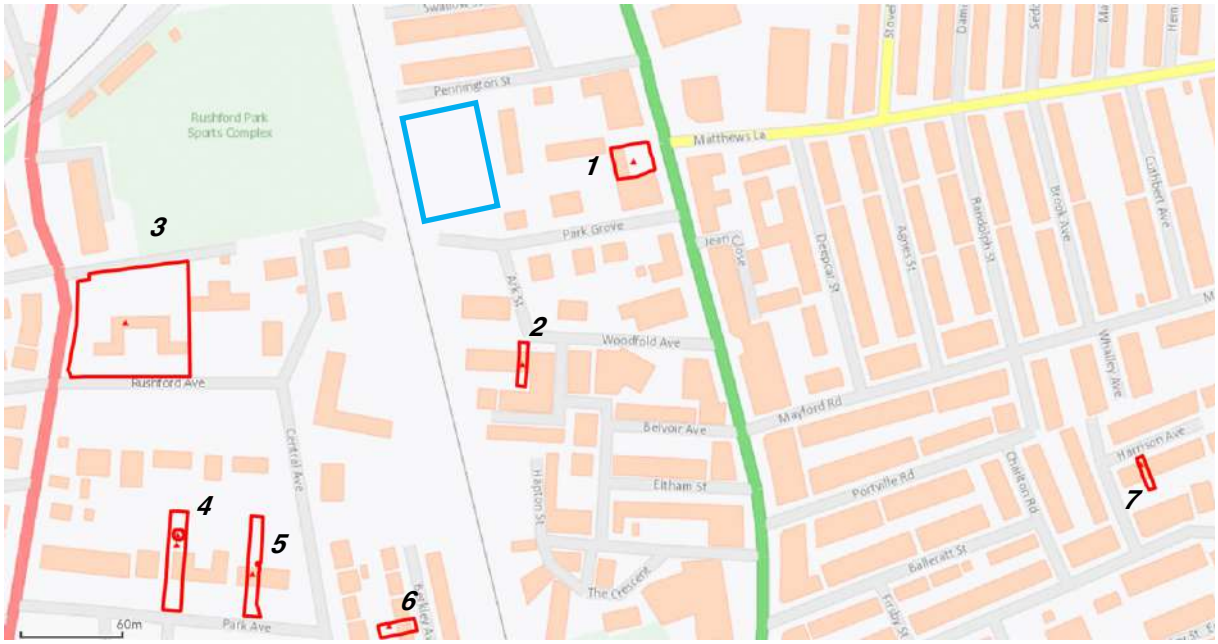


Image 2.01 - Existing Planning application locations within the site vicinity.
Source: Manchester City Council Planning

2.2 Planning - Key Principles [Manchester City Council]

Principle 2.7
The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas. Increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.

Principle 2.10
Streets should define and help to identify individual neighbourhoods and buildings, as well as providing access to and through them. They should enliven and define an area and reinforce its character, helping to achieve and foster a sense of place and quality. The design of street furniture, the range of materials and the choice of street trees should reflect the nature, role and accessibility of the street.

Principle 2.12
It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest. Windows and entrances should ensure that the street is overlooked to promote informal surveillance.

Principle 2.13
The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Principle 2.18
The corners of buildings create visual interest, enliven the street-scape and contribute to the identity of an area.

Principle 2.45
Successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance.

Principle 2.46
Housing developments should be designed to be fully accessible and adaptable to the changing physical needs of people as they age. This should be achieved, not only internally, but also in the design of external areas

Principle 2.53
New developments should respect the existing scale, appearance, grain and mix of uses and make a positive contribution to the quality and character of the area.

Principle 6.4
Where parking to the front of the building is unavoidable, its design must include high quality materials, tree planting, lighting and appropriate boundary treatments to reinforce the legibility of the area. Decked or sub-basement parking may assist in providing sufficient spaces on even the smallest site, and will be encouraged.

Principle 10.2
New housing stock needs to contribute to the Council's policies on sustainability. Space within any unit also needs to allow its adaptation for use by future occupiers in order to retain its long-term flexibility.

3.1 Site Context - Connectivity

The site is located within the highly sustainable area of Levenshulme, with easy access onto the major spine road of Stockport Road.

Along Stockport Road is a plethora of bus stations [blue circles], Levenshulme train station [orange fill] and connections to multiple key cycle routes [green dash] and amenities within walking distance of the site. The site location lends itself to a residential proposal with little need for cars to support day-to-day living.

With the site location being well connected, there is opportunity to introduce units for affordable use, where car ownership is typically low. The site's accessibility further provides opportunity to encourage walking and bicycle use, with storage provisions to be made within the proposals.



Image 3.01 - Existing public transport links

3.2 Site Context - Site History and Heritage

From the investigation of historical maps dating back to 1900, it is apparent that the site is former Brownfield. Minor residential roads, formerly named Pimlott Street and Midway Street, ran from east to west off of Stockport Road towards the railway line which borders the site.

These former residential units were high-density terrace streets of similar scale to those still surviving along both Swallow Street and Linwood Grove, with small yard amenity spaces to the rear and a shared service pathway.

Historical maps available suggest that these units were demolished around the 1980s. It is assumed around this time that the former Pimlott Street was re-named as Pennington Street, with Midway Street demolished along with the housing.

A cul-de-sac style road was since introduced off of Pennington Street, introducing new terraced residential homes with a staggered design approach for an appearance of semi-detached properties.

Site investigative works and utility searches have been undertaken to determine the current ground conditions of this brownfield site, *please refer to Phase I and Phase II documentation.* Upon these investigations, it was apparent that an existing, culverted watercourse ran through the south of the site from east to west, named Nico Ditch. Layer Surveys Ltd have undergone several surveys to uncover the exact location of the culverted Nico Ditch through the application site, informing all architectural proposals made. *Please refer to submitted line and level survey information.*

Nico Ditch has been described as a linear boundary of the Anglo-Saxon period by Historic England, extending approximately six miles between Ashton-under-Lyne and Stretford in Greater Manchester. Further upstream, there are few sections which remain identifiable with particular reference to the earthwork in Platt Fields, recognising this area as a scheduled monument under the Ancient Monuments and Archaeological Areas Act [List entry number: 1015132]. *Please refer to Heritage and Archaeologist consultant documentation.*



1900s OS Map



1930s OS Map



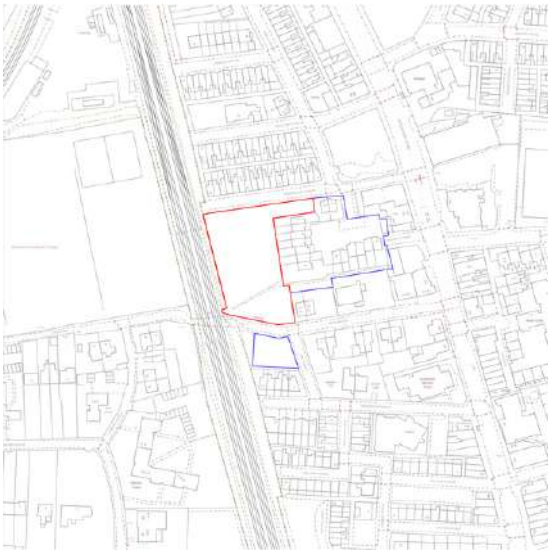
1950s OS Map



1980s OS Map



2005 OS Map



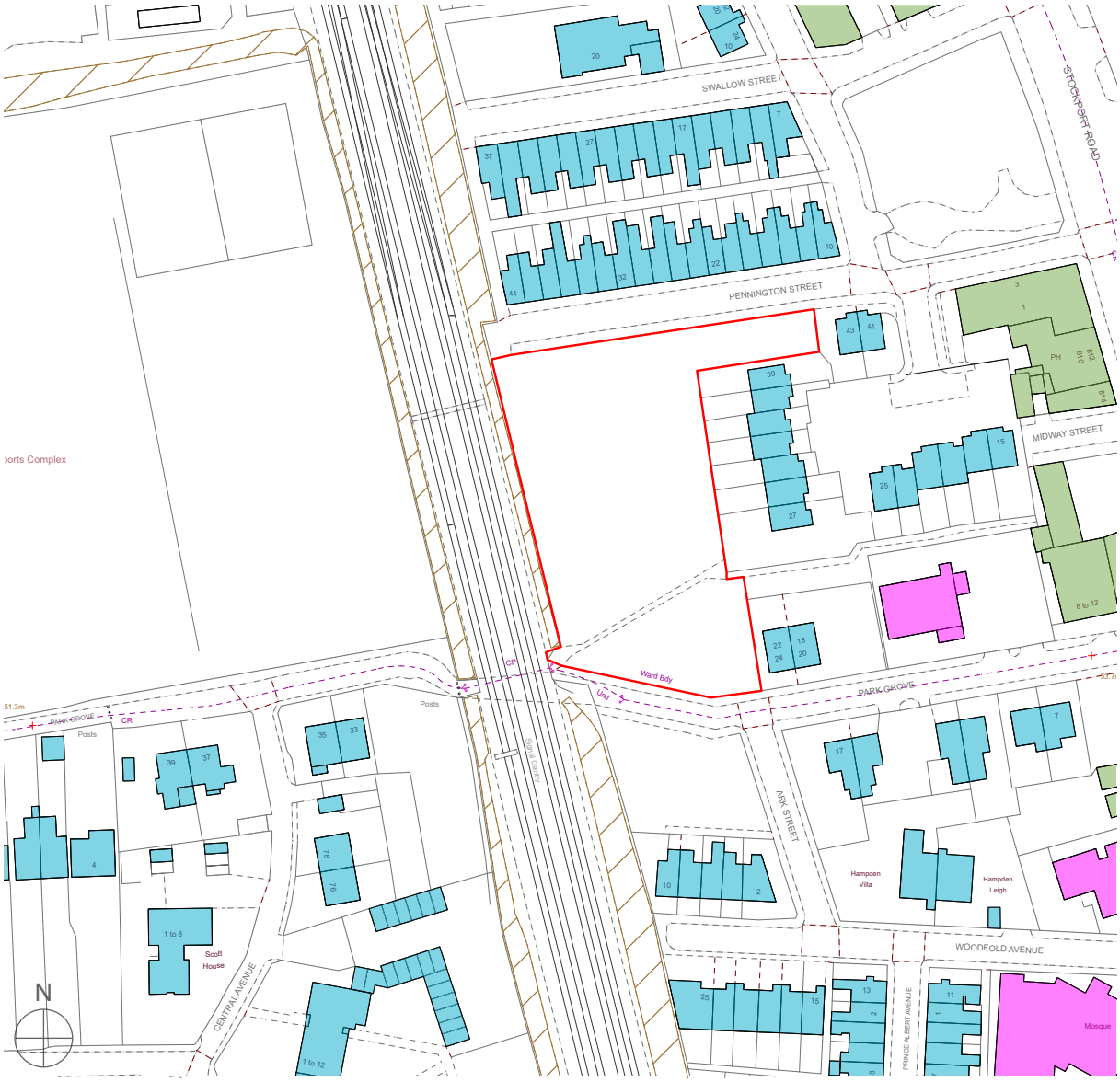
2025 OS Map

3.3 Site Context - Local Land Use

The immediate context of the site is dominated by residential buildings, with a variety of commercial units fronting onto Stockport Road and several religious buildings within close proximity.

Residential units are generally located off of side, minor roads from Stockport Road and the vast majority are in high-density terrace or semi-detached 2 storey blocks. Each residential block is typically narrow fronted, with long plots and small gardens to the rear, particularly along Swallow Street and Pennington Street.

Residential units to the west of the existing railway line seem to consist of slightly larger units, including apartment blocks and a higher number of semi-detached units with separate runs of single storey garages. A comparably higher density, with smaller units, dominate the east of the railway.



Key

- Residential
- Commercial
- Religious

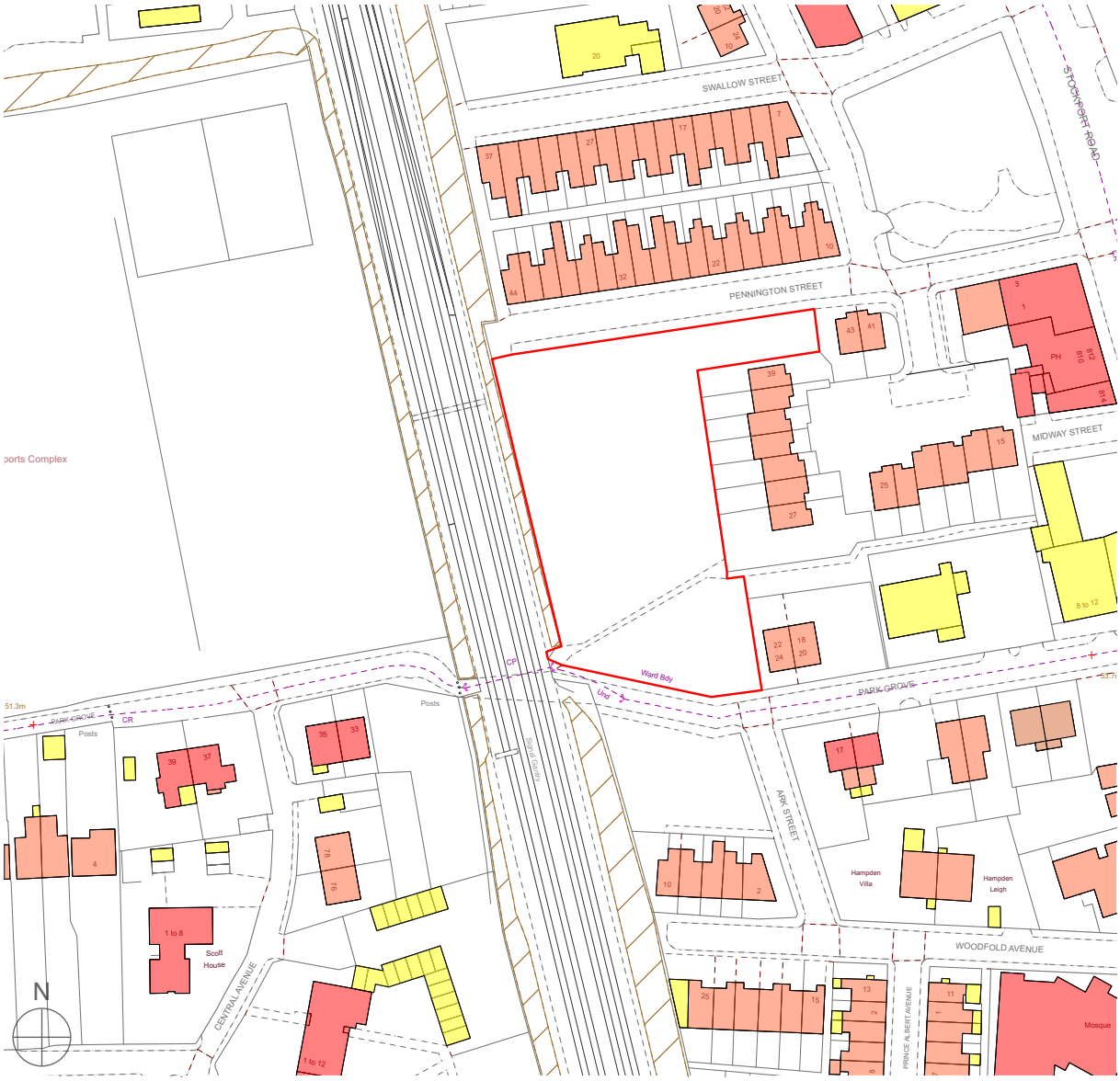
Image 3.02 - Existing Building Uses

3.4 Site Context - Surrounding Building Heights

As the surrounding context is primarily residential in use, there is a dominance of 2 storey dwelling-houses, as traditionally seen within residential areas.

Several units are 2.5 - 3 storeys in height, including residential units fronting onto Park Grove and to the west of the railway line.

There is a significant lack of single-storey residential units, with only one unit to the north of the site on Swallow Street identified as a single-storey residential dwelling. This lack of diversity highlights a need for single-storey, accessible properties within the area.



Key

- 1 -1.5 Storey
- 2 Storey
- 2.5 - 3 Storey

Image 3.03 - Existing Building Heights

4.1 Site Analysis - Local Character

The adjacent images show a snapshot into the existing context of the areas that surround the site. Each image has been taken to reflect the different interfaces of the site with its immediate context along Pennington Street, Siddall Street and Park Grove.

Vehicular access into Pennington Street and Park Grove towards the site is off of Stockport Road, which runs parallel to the railway line to the West. There are no other access points due to the surrounding context that directly abut the site boundaries [i.e. the railway line to the west and the rear gardens of no. 39-27 Pennington Street to the east].

The Western boundary is formed by a brickwork wall to the railway track servicing Levenshulme station. A pedestrian bridge to the south-western boundary provides access across the train tracks towards Slade Lane [A5079], as seen in image 7.



Image 4.01 - Aerial view of existing site location.
Source: Google Earth


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4.2 Site Analysis - Elevational and Material Study

Terraced units within the vicinity of the site have been reviewed to gain inspiration for a proposed elevational strategy that relates to and complements its existing context.

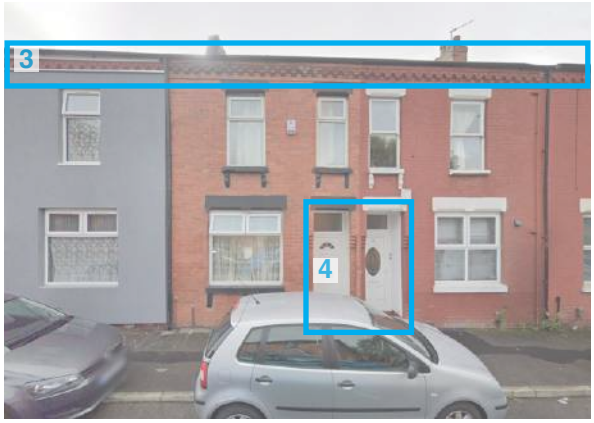
Key architectural decisions have been identified and highlighted below, thus generating a distinct design style for the local area.

These identified features will be implemented within design proposals of the scheme at Pennington Street.



(1) Siddall Street

1. Narrow fronted elevations using predominantly red brick.
2. Window proportions.
3. Brick dentil course detailing to eaves.
4. Recessed entry way.
5. Vertical soldier course brick detailing to top of windows.
6. Corner turning window adjacent to entrance doorway.



(2) Swallow Street



Image 4.02 - Aerial view of existing site location.
Source: Google Earth



(3) Linwood Grove

4.3 Site Analysis - Opportunities and Constraints

The development of the site presents a strong opportunity to introduce much needed, high quality homes to the local area.

An assessment of key constraints and opportunities linked to site development has been undertaken to inform our vision and design concept, as follows:

Constraints

01. Existing Railway Restricted Covenant.

02. 10m easement to Railway boundary.

03. Potential railway noise pollution.

04. Slight fall in topography.

05. Existing public right of way to be diverted where possible.

Opportunities

01. Opportunity to introduce green buffer between proposed properties and existing railway.

02. Good connections to existing adoptable highway for vehicular access.

03. Low quality existing trees can be replaced with better quality species, to enhance on-site Biodiversity.

04. Sustainable transport links and pedestrian connectivity to existing retail units.

05. Opportunities to generate key views and interest on-site.

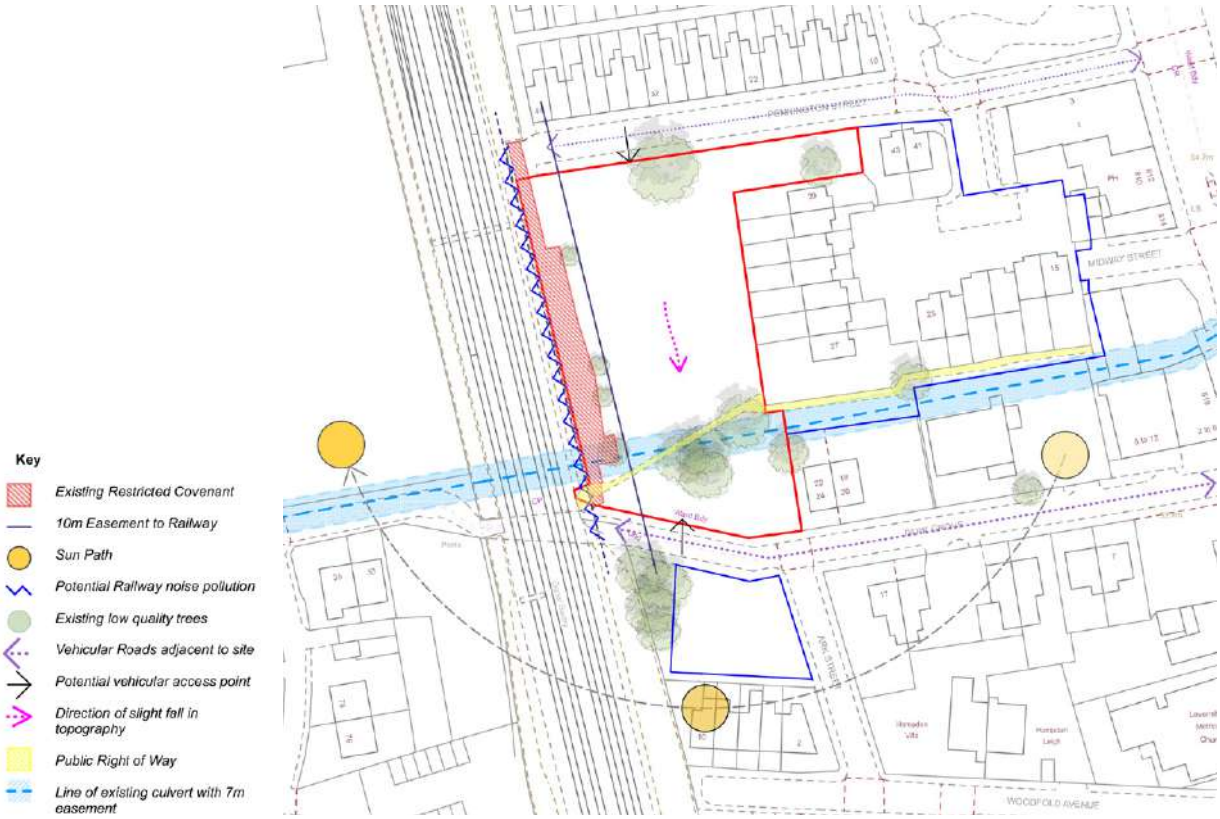


Image 4.03 - Opportunities and Constraints Diagram

5.1 Planning Engagement - Pre-Application Layout Consultation

Pre-Application Layout 04

Prior to Pre-application submission, Manchester City Council has engaged in Planning comments for an initial sketch layout. The comments received, dated 13th May 2024 are noted below:

- Any proposal would need to demonstrate a 10% on-site, bio-diversity net gain, in line with statutory requirements, as well as net gain in tree coverage. An open space impact assessment would be required. Any existing rights of way require consideration.
- The units fronting Pennington Street present secondary elevations to the road frontage. To maintain the appearance of the street scene, as well as natural surveillance to Pennington Street, these units should either front the road or be dual aspect.
- Each property should look to incorporate a front garden and a single off road parking space. At present, the units on the eastern side of the proposed access road are dominated by parking and bin storage, which would not be visually acceptable. It is suggested that the units are broken up so the row is less dense.
- The proposed access road would need to be capable of adoption and include a 2 metre foot-way to each side in order to aid safe pedestrian access. Further, a turning head should be provided.
- Any street trees would need to ensure visibility to proposed driveways is not impeded.
- Network Rail would require at least a 10 metre gap between their operational land and the proposed development site. The end unit to the western half of the site presents an awkward pinch points and looks very close to the boundary with the railway line. In the interest of security, it is considered that this area should not be enclosed and allow for natural visibility to the road.
- Areas of incidental open space should be under ownership of a property or subject to an ongoing management/maintenance plan.
- The unit adjacent to No.39 Pennington Street would be quite intrusive due to its position and if windows face the common boundary. This unit would be better if it continued the existing row or was moved forward to align with the existing front building line. Further, only 1 off road parking space is required.



Image 5.01 - Pre-Application Layout 04

Pre-Application Layout 05

Further to the comments provided in May 2024, an additional amended sketch layout was provided to Manchester City Council.

Comments on this layout were received on 21st August 2024, and are noted below:

- All units are to Nationally Described Space Standards [NDSS], rather than Manchester standards.
- Manchester City Council will need to have maintenance information about the area of open space and BNG as part of an application.
- The car parking space to the southern property to the west of the site should have the car parking space reoriented to be associated with the dwelling.
- The dwelling to the north of No. 39 would benefit from movement to the east to have less of an overbearing impact.



Image 5.02 - Pre-Application Layout 05

Pre-Application Layout 06

A pre-application meeting was undertaken with Manchester City Council on 5th November 2024, whereby amended site layout 06 was submitted for consideration.

Feedback received from MCC is summarised as:

- An on-site 10% gain of BNG is desirable.
- 100% parking provision per unit is required.
- Consideration of amending some / all units to include 3no. bedrooms within the schedule of accommodation.
- Consider changing all bungalow provision to be M4(3) standard.

Further comments were received from Highways on 15th November 2024, via e-mail and were as follows:

- A Transport Statement should be submitted as part of the planning application, comprising of:
    1. An audit of the accessibility of the site by all modes of travel.
    2. A review of highway safety within the vicinity of the site, with a full accident analysis and associated accident report provided.
    3. Consideration of the multi-modal traffic generation associated with the development proposals.
    4. Consideration of the impact of the development, by all modes, on the highway network.
    5. A review of the development access, parking and servicing provision.
    6. A full trip generation assessment is undertaken.
- A Servicing Management Plan and Waste Management Plan are to be submitted, to ensure that all deliveries / servicing vehicles are coordinated so that the development may cater for all requirements internally, and to ensure such trips take place outside of busy peak hour periods.
- Provision of an Electrical Vehicle charging point should be made available to each dwelling.
- A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development is required to determine if any changes are necessary to ensure the development does not impact highway operation / safety.
- All fencing / railings adjacent to the adopted highways are to be visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.



Image 5.03 - Pre-Application Layout 06

Pre-Application Layout 07

A final pre-application meeting with Manchester City Council presented Layout 07 [dated 11th May 2025], with the following amendments incorporated:

- Information with regards to the existing Culvert location has been under covered by Layers Surveys, with an assumed 2m easement to either side of the centre line.
- Following receipt of this site information, the proposed layout has therefore been amended, with units to the southern boundary rotated 90 degrees, to provide an active frontage onto Park Grove.
- 4no. units to the south of the site, now fronting onto Park Grove, have been amended to include 3no. bedrooms with a room within the loft. Single storey rear outriggers have been introduced, to ensure the proposed internal area provides adequate space for the uplift in persons per unit.
- The proposed highway has been amended to include a 2m pavement either side of a 5.5m road, to MCC adoptable standards.
- 2no. M4(2) bungalow units to the north-west of the site have been omitted, due to the constraint of the existing network rail retaining wall, its associated easement and the inclusion of an adoptable highway.
- As a result, the remaining area has been designated as on-site BNG provision.
- All proposed parking bays are 3m x 6m.
- All boundary walls adjacent to the proposed highway provide sufficient visual permeability, as required.

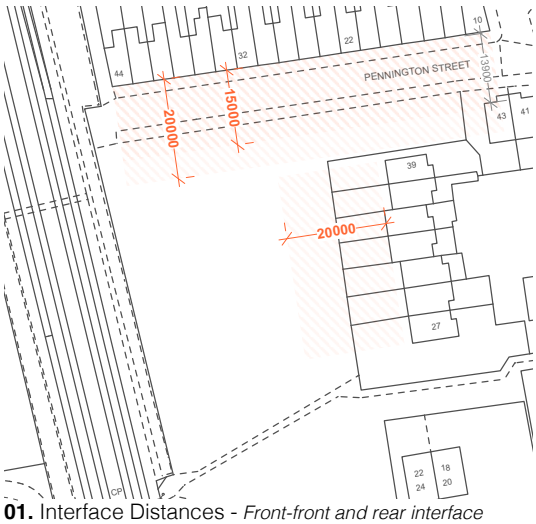
Comments received within the meeting and hence addressed within the revised and submitted application are as follows:

- Further historical / archaeological investigations into the existing culvert required, as records have indicated that it is in fact Nico Ditch, an ancient monument. Required easements since re-evaluated and discussed with LLFA, with adoptions made in accordance with United Utilities criteria.
- New 2.5 storey dwellings fronting onto Park Grove to consist of dormers to the rear of the properties only.
- Proposed Boundary treatments to consist of brickwork where units front onto public highway.
- Public consultation to be undertaken to engage the local community and incorporate respective feedback within the site proposals where feasible.
- Addition of trees within rear garden areas requested, with confirmation of BNG contributions to be outlined.

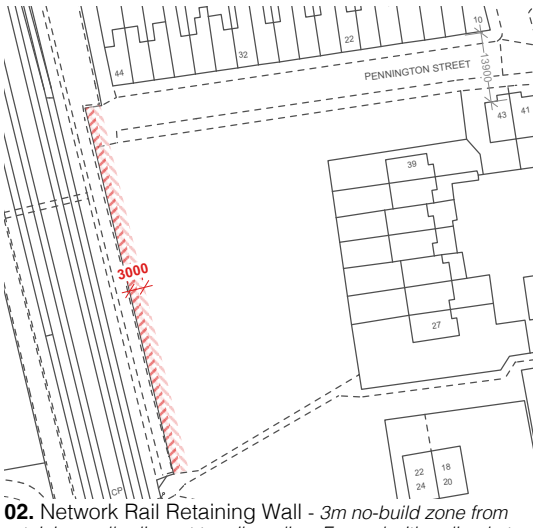


Image 5.04 - Pre-Application Layout 07

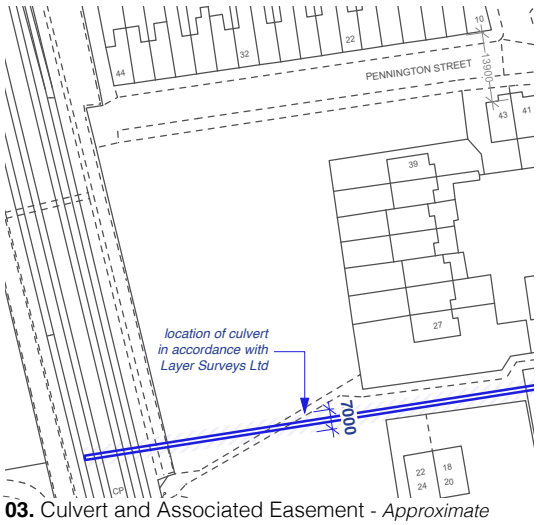
6.1 Design Development - Site Constraint Response



01. Interface Distances - *Front-front and rear interface distance 20m. Front-side interface 15m.*



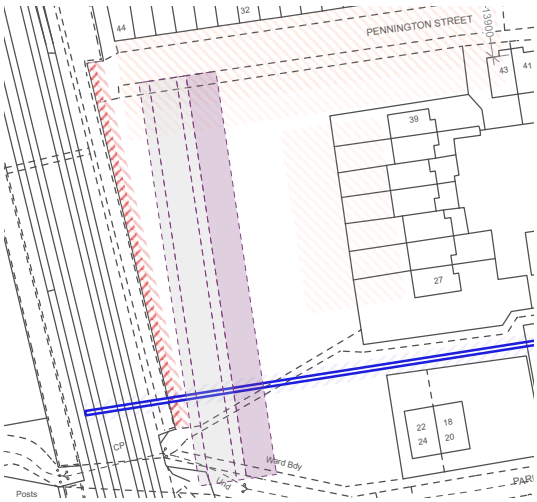
02. Network Rail Retaining Wall - *3m no-build zone from retaining wall adjacent to railway line. Fenced with palisade to prevent land grab if located behind gardens.*



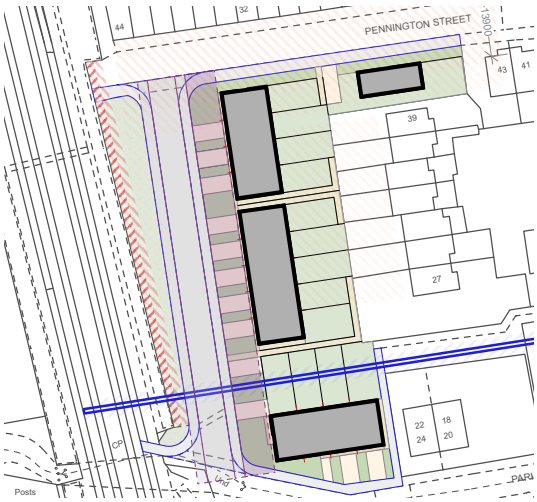
03. Culvert and Associated Easement - *Approximate location of culvert plotted using information from adjacent site. Assumed 3.5m easement from edge of culvert.*



04. Highways - *min. 5.5m highway with min. 2m wide footpaths to each side with 6m min depth driveways as requested by Manchester Highways.*



05. Constraints Summary Diagram



06. Response

6.2 Design Development - Public Consultation

As part of the design development process, a public consultation period was instigated by Onward Homes, to provide opportunity for direct local resident input into the proposed development at Pennington Street.

The consultation was conducted primarily online, with the publication of a 'micro-site' outlining the design intent of the application. Opportunity for feedback and engagement was made available from 15th September 2025 for a fortnight. A further physical leaflet drop for neighbours was conducted in advance of the micro-site activation. Local Councillors were notified 2 weeks prior to the consultation.

The consultation clearly outlined the design intent for the erection 14no. new affordable homes on the former residential site, with a mix of 2no. bedroom houses, 3no. bedroom houses and a 1no. bedroom bungalow.

The existing on-site memorial benches were highlighted, with assurances made that they will be protected as a priority and carefully re-located to another part of the development.

The responses received over the feedback period were generally positive. Onward have undertaken every measure feasible to respond to any concerns that were raised by residents, with these points reflected within the scheme proposals.

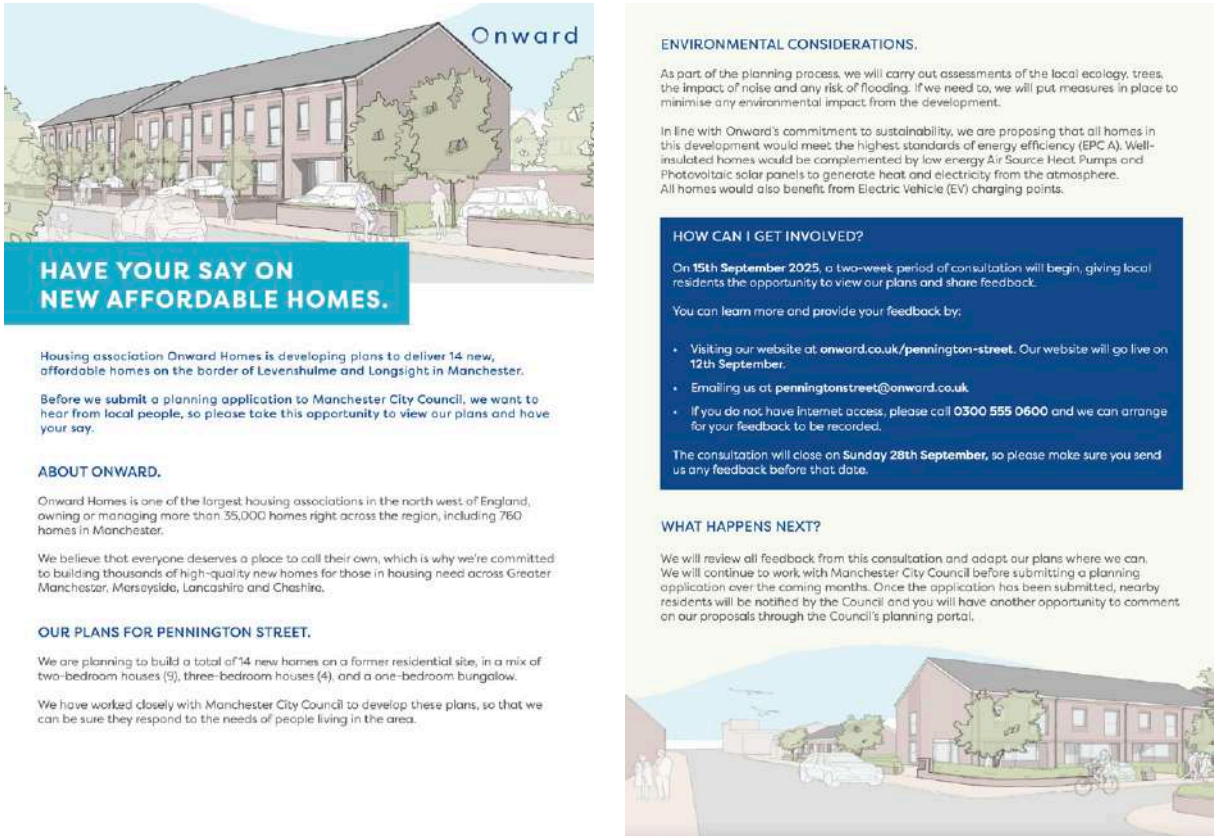


Image 6.01 - Screen-shots from Onward Homes' online public consultation forum, available at: *https://www.onward.co.uk/app/uploads/2025/08/Pennington-Street-consultation.pdf*

7.1 Design Proposal - Site Layout

Following Manchester City Council comments received throughout the pre-application process, the public consultation and design development, the following layout amendments have been incorporated:

- Information with regards to the existing Culvert location has been un-covered by Layers Surveys, with an assumed 3.5m easement to either side of the edge of the culvert.

- Following receipt of this site information, the proposed layout was amended, with units to the southern boundary rotated 90 degrees, to provide an active frontage onto Park Grove.

- 4no. units to the south of the site, fronting onto Park Grove, to include 3no. bedrooms with a room within the loft [2.5 storeys]. The floor area across all storeys has been increased to this unit, to ensure the proposed internal area provides adequate space for the uplift in persons per unit. All proposed dormers are to the rear elevation of these properties.

- All cycle and garden storage to consist of no-dig, lightweight timber structures so as not to impede upon the designated easement to the culvert within units fronting onto Park Grove.

- The proposed highway includes a 2m pavement either side of a 5.5m road, to MCC adoptable standards.

- 1no. M4(3) Bungalow unit is provided to the north-eastern boundary of the site for diversity of units and to promote accessibility.

- An area adjacent to the railway has been identified as an opportunity for designation as on-site BNG provision and creates a visual natural buffer from the railway, while providing ecological benefit.

- All proposed parking bays are minimum 3m x 6m, with opportunity to extend if required. The proposed parking bay to Plot 01 is 3.6m x 6m, in accordance with M4(3) requirements.

- All boundary walls adjacent to the proposed highway provide sufficient visual permeability, as required.



Image 7.01 - Proposed Site Response



Image 7.02 - Proposed Site Layout

SCHEDULE OF ACCOMMODATION

1B2P Bungalow	[M4(3)]	01	7.1%
2B4P House	[M4(2)]	09	64.3%
3B6P House	[M4(2)]	04	28.6%
TOTAL		14	
Parking Provision		14	100%

7.2 Design Proposal - Landscaping

The proposals for landscaping are to be read in conjunction with Amenity Tree drawings, with reference to Biodiversity Net Gain contributions and soft landscaping specifications.

The hard standing proposals introduce a new adoptable 5.5m road and 2m foot-way to either side, with material specifications to be in accordance with MCC standards.

Drop kerbs to the eastern road edge are to be incorporated to enable access onto private off-road driveways to each unit. All private driveways to consist of a porous bitumen macadam finish. Where driveways do not accommodate an access path or where an additional access path is present, 900mm wide pathways consisting of pre-cast concrete paving flags have been specified as a robust, low-maintenance and easily accessible material.

Each unit features private patio areas to the rear garden areas consisting of textured paving flags.

All paving flags are to be frost-proof and provide a stable and slip-resistant surface for safety. The permeability of the flags will ensure well managed, sustainable surface water run-off drainage.

KEY

- Adoptable road surface. Specification in accordance with Manchester City Council's requirements for Secure by Design for adoptable highways.
- Public Pavement. Specification in accordance with Manchester City Council's requirements for adoptable highways.
- Private Parking. 6 x 3m wide parking spaces to all units, with capacity of enlargement to 3.6m wide if required. Porous bitumen macadam finish.
- Private and shared pathways. 900mm wide pre-cast concrete slabs [1200mm wide pathways to M4(3) unit consisting of 2no. 600mm wide pre-cast concrete slabs.] Textured p.c. paving flags, Colour: Buff.
- Private rear patio. 600 x 600 x 50mm textured p.c. paving flags. Colour: Buff.



Image 7.03 - Proposed Hard Landscaping strategy

The proposed soft landscaping strategy is to be read in conjunction with Landscape Architect design information for flora and fauna specifications.

The proposals seek to introduce a lawned area of grass to the rear garden amenity space of each property, complementing the hard standing surface designated to patio space.

Front gardens accommodate 1no. parking space per unit, meaning a landscaped grass area with hedgerows may be facilitated to each unit. Proposed trees to front gardens have been incorporated where feasible, with no trees to rear gardens due to the maintenance required.

A designated area adjacent to the existing railway will be provided to act as both a visual and sound buffer from the adjacent railway. The area will feature planting to support bio-diversity and create ecological habitats.

No significant tree planting has been proposed to intersect the line of culverted Nico Ditch, to ensure the historical asset is protected from future root damage.



Image 7.04 - Proposed soft landscaping

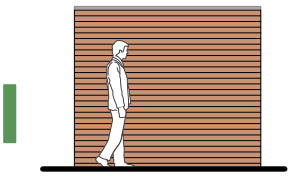
7.3 Design Proposal - Boundary Treatments

The proposed boundary treatments have been developed in accordance with Manchester City Council feedback following pre-application discussion.

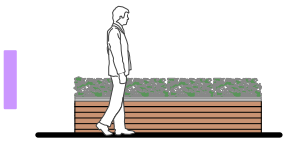
1.8m high brickwork walls have been incorporated to act as a robust boundary treatment where the public realm interfaces with private rear garden space. Providing benefits of durability, lesser maintenance and arguably acting as a greater sound buffer, the masonry boundary treatment will afford a sense of security to these units.

Where there is no direct interface between rear garden amenity space and the public realm, a 1.8m high timber fence has been proposed for ease of installation and affordability whilst maintaining clear separation between unit ownership and security. Where levels may stagger, a concrete gravel board may be applied horizontally at the base of each timber fence to act as a retaining element, subject to structural engineer approval.

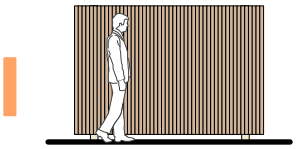
To the front of each property, a low-level 450mm brickwork wall with hedgerow behind has been proposed to the back of pavement, in accordance with MCC pre-application comments. This is to ensure front garden areas are incorporated within each unit and to minimise ongoing maintenance requirements for public verges, whilst affording each unit sufficient defensible space to the fronting elevations.



2.1m high brickwork wall



450mm low-level brickwork wall



1.8m high timber fencing

KEY

- Existing retaining wall to railway [no change].
- 2.1m high brickwork wall with concrete capping finish. Brick and mortar to match house type specification.
- 450mm low-level brickwork wall with concrete capping finish to provide delineation between properties and adoptable highway. Brick and mortar to match house type specification.
- 1.8m high timber fence with vertical boarding on timber posts. Where level change occurs, concrete gravel boards to be used as necessary.



Image 7.05 - Proposed Boundary Treatments

7.3 Design Proposal - Bin and Cycle Storage strategy

Each unit is proposed to consist of the following:

- Bin storage provision to the rear of the property, consisting of hard standing to accommodate 4no. 240L bins, in accordance with Manchester City Council's Waste Storage and Collection Guidance.
- 4no. 240L wheeled bins consisting of:
  - General Waste
  - Mixed Palpable Recycling
  - Co-Mingled Recycling
  - Food & Garden Waste
- Refuse collection strategy to enable residents to drag bins from rear private amenity space onto adoptable public highway for collection. Travel distances not to exceed maximum distance requirement of 30m.
- Shared, paved alleyways to the rear of terraced units introduced to service mid-terrace properties. Secure gated access to be provided to alleyways.
- Secure, covered timber bicycle stores to be located within rear garden amenity space to each property. Storage provision for 2no. bikes to be provided to all properties.

KEY

Proposed on-road refuse collection locations.

Path of travel for bin collection from designated, paved bin storage areas. Designated area to accommodate 4no. 240L [580 x 740mm] wheeled bins, in accordance with Manchester City Council's waste storage and collection guidance.

Proposed bicycle store location points. Covered, secure timber storage with provision for 2no. bikes per household within rear amenity space.



Image 7.06 - Proposed Refuse and Cycle strategy

7.4 Design Proposal - Proposed House Types

The proposed layout incorporates 5no. house type, as outlined within the adjacent diagram 7.06 key plan.

All house types have been designed to accord with Manchester City Council residential space standards, with each unit to a minimum requirement of M4(2) accessibility provision.

1no. M4(3) single storey unit has been provided to the north-eastern boundary of the site, in accordance with Manchester City Council requirements.

House types C and E provide the opportunity to address the key corner nodal points on the proposed access road, with an elevational strategy that introduces brick detailing and projecting bays to create interest along the street scene and natural surveillance along the road.

Mid-terraced units [house types B and D] have been designed to enable versatility with internal layouts, so as to provide diversity and interest when catering for different family requirements thus ensuring long-term sustainability.

All proposed units are to be designated Affordable housing. *Please refer to accompanying Affordable Housing statement.*

KEY

- **HOUSE TYPE A** - 1 Bed 2 Person - 1 Storey - M4(3)
- **HOUSE TYPE B** - 2 Bed 4 Person - 2 Storey - M4(2)
- **HOUSE TYPE C** - 2 Bed 4 Person - 2 Storey - M4(2)
- **HOUSE TYPE D** - 3 Bed 6 Person - 2.5 Storey - M4(2)
- **HOUSE TYPE E** - 3 Bed 6 Person - 2.5 Storey - M4(2)



Image 7.07 - House Type Key Plan

Each proposed unit has incorporated elevational analysis of the existing architectural character of the surrounding dwellings. A contemporary approach has been taken, inspired by traditional elements previously outlined.

In accordance with the urban grain of the area, terrace units have been proposed with relatively narrow frontages in a red brick synonymous with the local area. Rear access is provided to the side between terrace runs, to provide relief to the street scene.

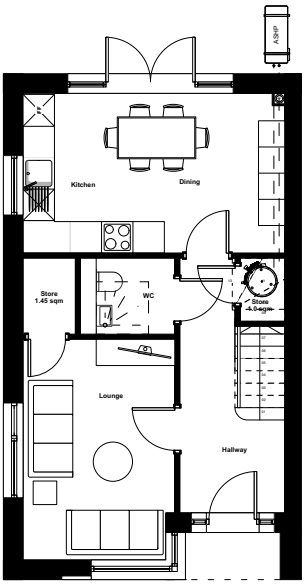
The proposed elevations have been designed to incorporate similar window proportions to that of the surrounding area, with top-hung opening panels and a corner-turning window adjacent to the entrance doorway. The entrance features a recessed entryway, providing a built-in canopy over the front access door.

The proposed eaves heights are high, similarly to that of the neighbouring properties. This enables a vertical soldier course detail to be introduced to the eaves providing a modern interpretation of the traditional dentil coursing. Further soldier course detailing have been provided to the heads of principal elevation windows and openings. Further feature brick soldier coursing has been provided to areas of key architectural interest.

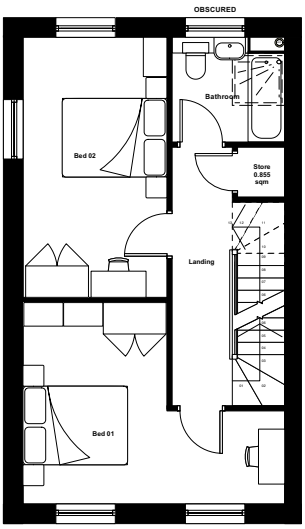
Where 3no. bedroom units are accommodated by a dormer window, these have been located to the rear elevation, in accordance with MCC comments. This is to remain consistent with the existing housing surrounding the site.

Proposed elevations have highlighted zones for potential photovoltaic solar panels as required, in accordance with SAP assessor specifications.

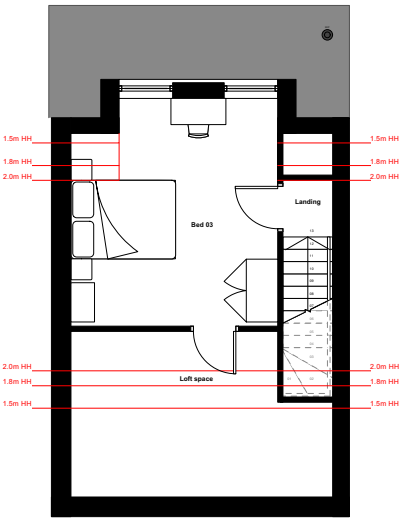
1. Narrow fronted elevations, using red brick.
2. Window proportions.
3. Brick detailing to eaves.
4. Recessed entry way.
5. Vertical soldier course brick detailing to top of windows.
6. Corner turning window adjacent to entrance doorway.
7. Dormer window to rear elevation of property.



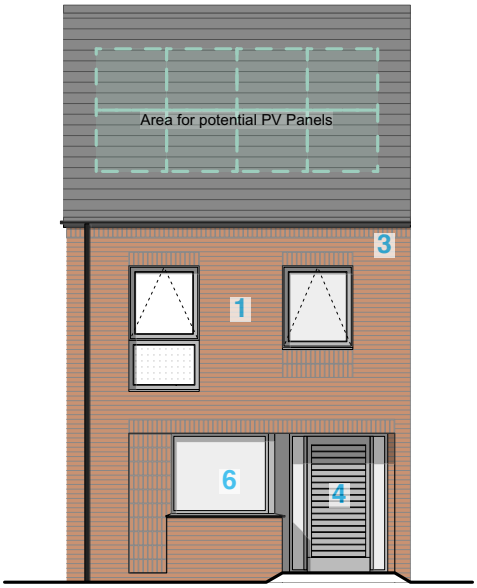
HOUSE TYPE E - Ground Floor Plan
Scale: 1:100



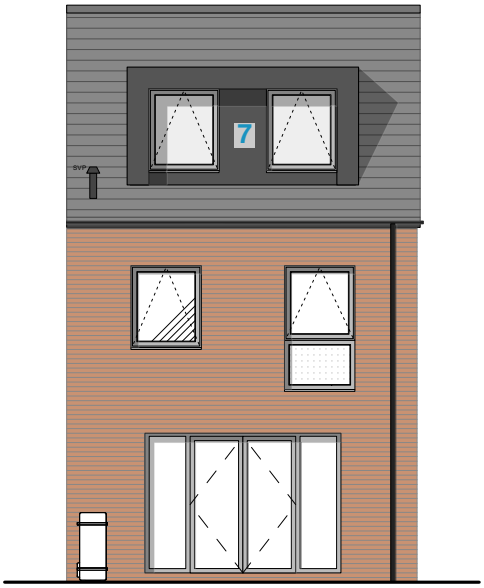
HOUSE TYPE E - First Floor Plan
Scale: 1:100



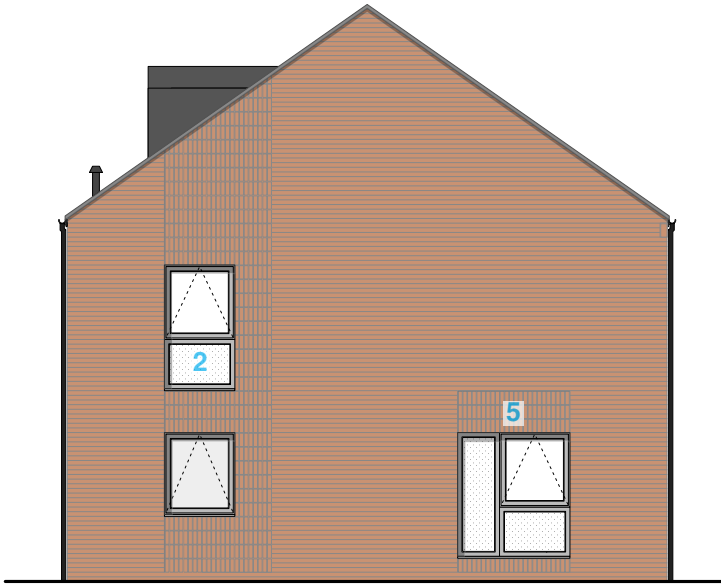
HOUSE TYPE E - Second Floor Plan
Scale: 1:100



HOUSE TYPE E - Front Elevation
Scale: 1:100



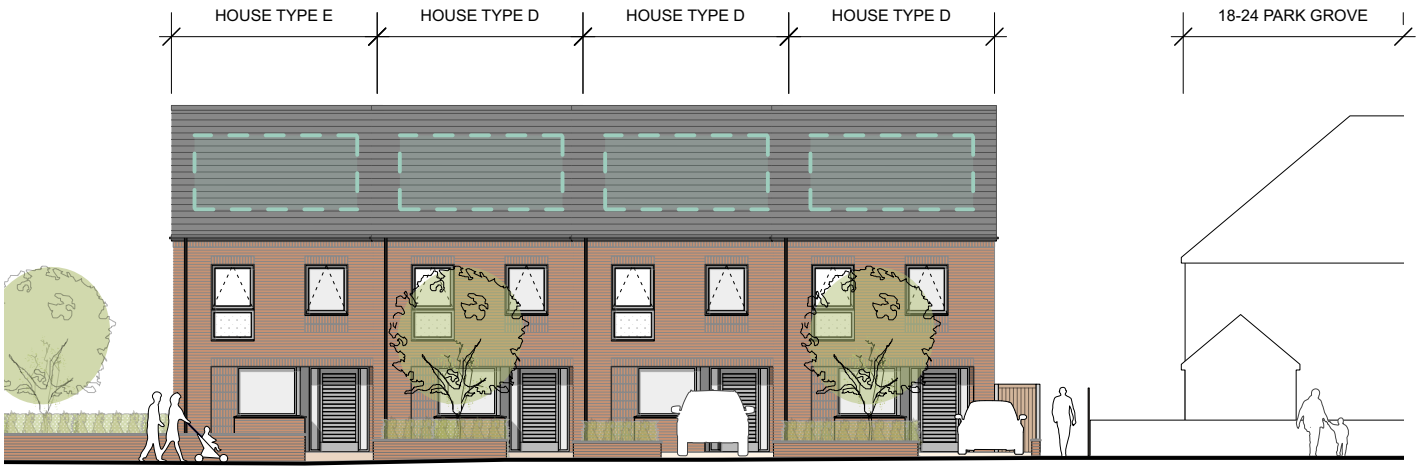
HOUSE TYPE E - Rear Elevation
Scale: 1:100



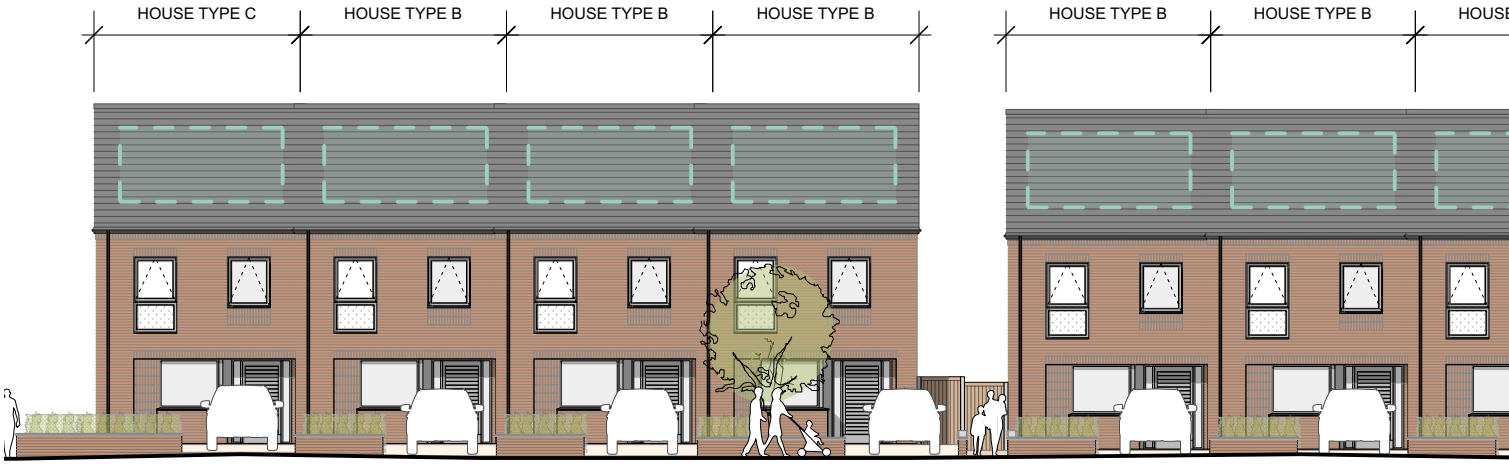
HOUSE TYPE E - Side Elevation
Scale: 1:100

In accordance with Manchester design guidance, all windows to front and primary side elevations will have a deep brickwork recess, achieved within the timber frame construction through the introduction of an oversized cavity to these facades. Due to the construction implications of this requirement, it is not financially viable to apply this treatment to all elevations - as such, rear elevations will be recessed as far as possible without impeding the thermal performance of the timber frame construction (circa 80mm from the facing brickwork).

7.5 Design Proposal - Proposed Street Scenes



Section B-B



The proposed street scenes demonstrate how the scheme integrates with the existing topography of the site and relationship between Park Grove and Pennington Street.

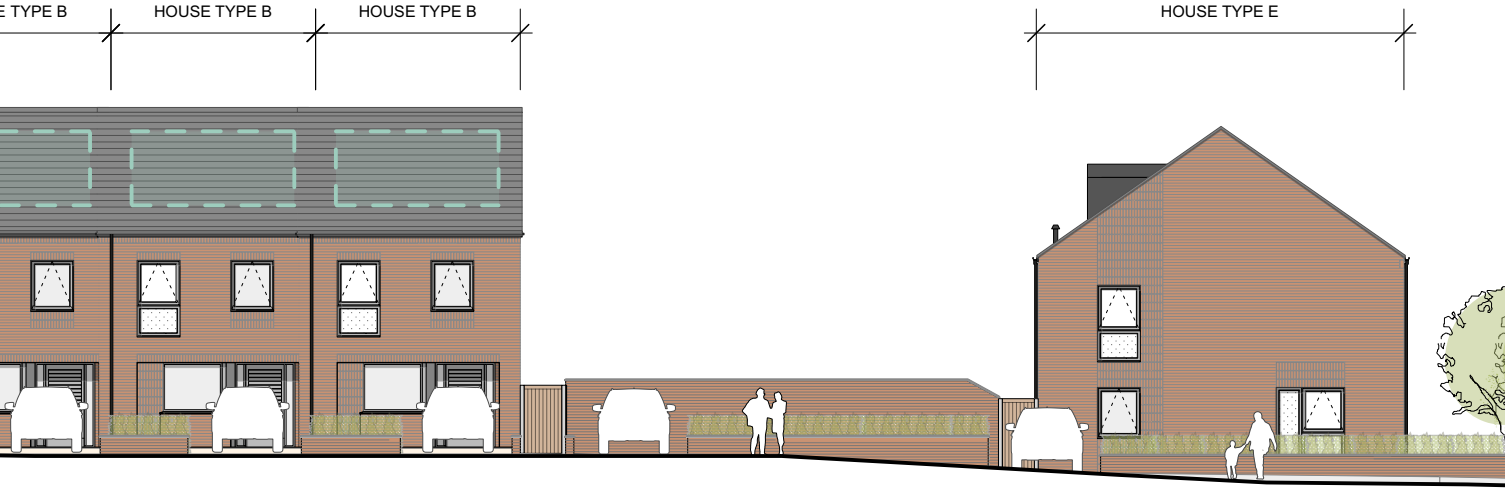
The levels of the proposed road set out to accommodate the required surface water drainage strategy, as outlined within Sutcliffe's accompanying drawing package.

The 2.5 storey units fronting onto Park Grove propose a ridge height which is complementary of the adjacent 18-24 Park Grove, with a buffer zone between the units to provide relief within the street scene.

Proposed boundary treatments and landscaping are demonstrated, highlighting a street scene where low-level masonry boundary walls provide sufficient defensible space in front of each unit. A single parking bay to each property results in a street scene that is not dominated by cars and allows soft landscaping to be accommodated.

Strong elevations address both the proposed and existing roads, providing a clear active frontage of natural surveillance.





Section A-A

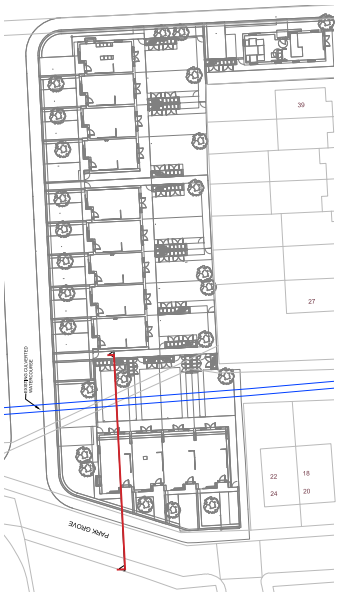
7.6 Design Proposal - Proposed Site Section

Further to the site investigation works and Layer Survey's CCTV and physical survey results, the line of culverted Nico Ditch was accurately plotted onto the existing topographical survey, informing the proposed layout.

Site sections demonstrate the 675mm diameter watercourse at 1.44m below ground level, with an assumed 3 brick-thick construction (circa 225mm).

Following discussions with the LLFA, a 7m easement zone has been proposed, with 3.5m from the edge of the culvert to either side. A narrower 45 degree zone of influence falls within this zone. This is in compliance with United Utilities stand off distance requirements outlined within their Table 1.

Please refer to drawing REF: 34391-SUT-ZZ-XX-DR-C-6050 SECTION SHOWING EXISTING CULVERT and further Sutcliffe [Civil Engineer] discussions with the LLFA.



Section Line Legend

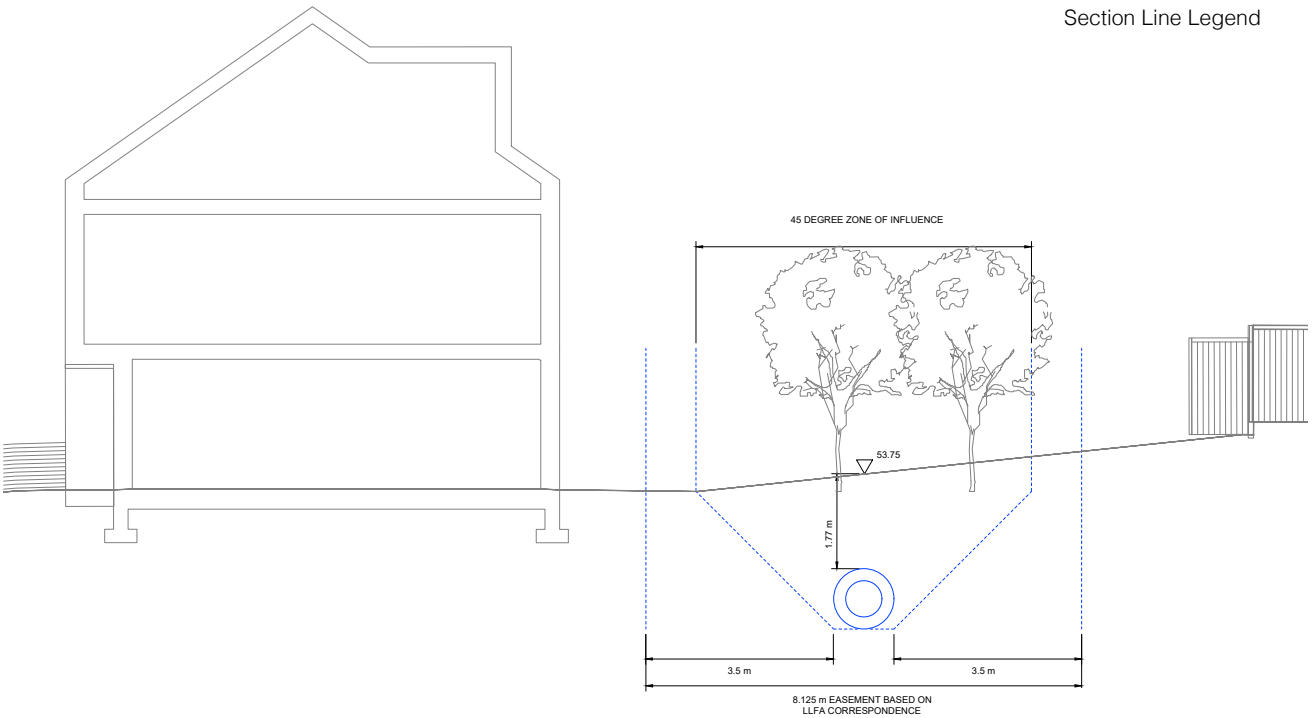


Image 7.08 - Proposed Site Section of house types adjacent to existing culverted Nico Ditch
Source: Sutcliffe, Civil Engineers

7.7 Design Proposal - Massing

The wider residential context of the site consists of largely 2 storey residential dwellings, with several 2.5 storey or higher and very little 1 storey accessible residential units.

The proposed massing therefore provides a mix which is coherent in the site's wider context for scale and density.

The proposal takes account the existing housing stock within the immediate context, with both the 2 storey and 2.5 storey units consisting of the same eaves heights in accordance with the adjacent historical terraced units to accommodate an additional floor and bedroom provision.

The inclusion of 4no. 2.5 storey units enables the schedule of accommodation to provide a mix which is more representative of the area of Levenshulme, with sufficient provision for families of different sizes.

A single 1 storey dwelling has been provided and will adhere to M4(3) provisions, identified as a house type that is severely lacking within this sustainable residential area.

The proposed massing incorporates an elevational strategy which contribute to both the architectural and visual interest of the area.

7.8 Design Proposal - Environmental Standards

In accordance with policies JP-S2 and JP-S3 within MCC's Places for Everyone joint development plan [2022-2039], the proposals seek to provide high environmentally-performing affordable units which all achieve an EPC rating A.

The units will specify timber frame construction and champion a fabric-first approach, ensuring that all components are in accordance with limiting factors outlined within Approved Document L.

Provision of renewable energies, including air source heat pumps with associated water cylinders and Photovoltaic solar panels, will be made to remove the need to accommodate and utilise gas.

All units feature rear-garden covered and secure cycle storage for up to 2no. bicycles, so as to encourage sustainable means of transport within an already sustainable location, with public transport access.

Please refer to proposed site layout for locations of externally located air-source heat pumps and cycle stores. Refer to elevations for reference to potential PV roof locations, subject to further detailed design.

Please refer to externally conducted SAP and daylighting assessments for a more in-depth overview of the proposed environmental strategy in accordance with Approved Documents L and O.

7.9 Design Proposal - Lighting

Public Lighting

All street lighting proposed in accordance with Manchester City Council's requirements for Secure by Design specifications, as required for a minor, adoptable residential road.

Glare mitigation measures undertaken include full cut-off, shielded luminaries to prevent light emission above a horizontal plane, with a warm colour temperature located at an appropriate light level.

Dwelling Lighting

All external lighting to each house type to be provided to both front and rear elevations, adjacent to access doors. Lights to be low energy 2D compact fluorescent lamps or equivalent LED fittings.

Automatic operation provision to be included, providing dusk to dawn photocell sensors, with mains-connected override switches inside each property for capability to turn lamps off at night with integral neon indicator.

All external lights to be suitably weather-proofed.

7.10 Design Proposal - Materiality

1. Red, stretcher-bond facing brickwork with natural mortar mix to complement the surrounding context. Weinerberger Kansas brick, or similar.
2. Brickwork detailing consisting of vertical soldier coursing to panels and top of windows and doors on public-facing elevations. Facing brick and mortar specification to match brick type of main structure.
3. Slate grey, flat concrete roofing tile. Marley Edgemere Concrete Slate roof tile with continuous SmartVerge detail.
4. UPVC Windows and rear French doors - VEKA Matrix 70 Infinity (up to 80% recycled uPVC). RAL 9011 Graphite Black external finish.
5. Marley plumbing & Drainage or Geberit Terrain UPVC rainwater goods. RAL 9011 Graphite Black or to match window and door frames.





Image 7.09 - Proposed sketch imagery

8.1 Access - Proposed Site Access

Adoptable Highway

The scheme proposes a new, adoptable access road [5.5m wide] that is formed between Pennington Street and Park Grove, with dropped kerbs providing access along the east of the new access road for parking. 1no. dropped kerb is to be introduced to Pennington Street to provide vehicular access to parking for Plot 01 [M4(3) unit] and 2no. to be introduced to Park Grove for Plots 13 and 14. 2m footpaths have been proposed to either side of the road.

The layout has been designed in accordance with Manchester City Council highways design guidance to ensure compliance, thus ensuring sight lines, forward visibility, tracking and service zones are accommodated within an overall solution.

Vehicular and Cycle Parking

Each unit consists of 1no. parking spaces, providing 100% across the scheme, in accordance with MCC requirements. Each space is currently proposed at 6x3m, with capacity for extension to 3.6m wide, as required to facilitate disabled parking.

Parking to Plot 1 [M4(3) unit] is proposed to be 6m x 3.6m, to accommodate a standard parking bay size (2.4 x 4.8m) with a 1.2m zone to one side and bottom of the bay for disabled parking. Electric Vehicle charging points will be provided in accordance with statutory requirements.

As the site lies within a highly sustainable location, with multiple local amenities within close vicinity, cycle provisions have been made to encourage sustainable transport means. Secure, covered timber cycle stores have been provided within garden areas to the rear of each property, with capacity for 2no. bikes to be stored. Bin / cycle stores will be accessed via rear gardens, with level or gently sloped pathways.

Disabled access

The site's topography is relatively level, with a gradual fall of circa 850mm from Pennington Street down towards Park Grove. This mild level difference has ensured that each unit has achieved level access into the property, in accordance with M4(2) and M4(3) requirements.

All approach routes are of a gradient no greater than 1:21 slope, with step-free access and level principal entrance thresholds. A shared surface zone with the proposed car parking to M4(2) units allows for access and a clear level external landing with minimum width and depth of 1200mm to the front entrance and canopy over which satisfies the minimum requirement of 900 x 600mm. These areas are extended to 1500mm square external landing to entrance hallway with a minimum cover of 1200 x 1200mm to the 1no. proposed M4(3) unit.

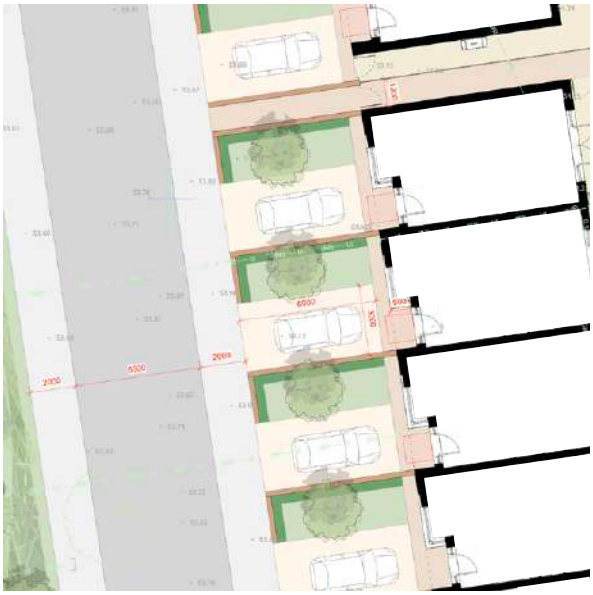


Image 8.01 - Access to M4(2) properties with adoptable highway.

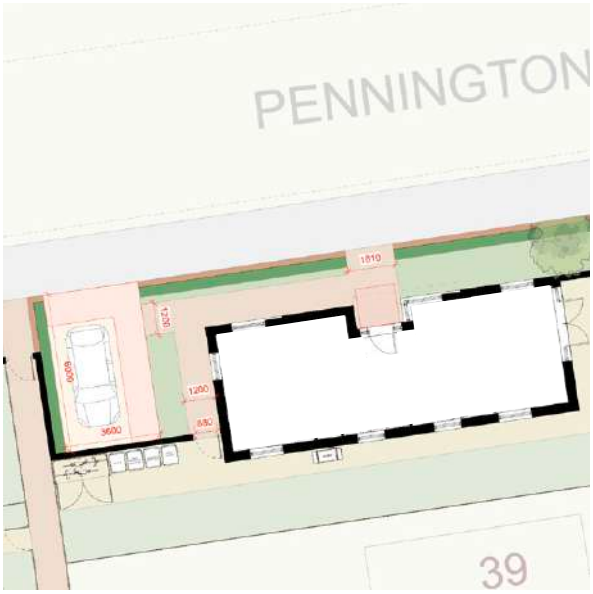


Image 8.02 - Access to M4(3) property from Pennington Street

8.2 Access - Proposed House Types

All House Types have been designed to Manchester City Council's minimum design standards with the inclusion of all units to a minimum of M4(2) accessible.

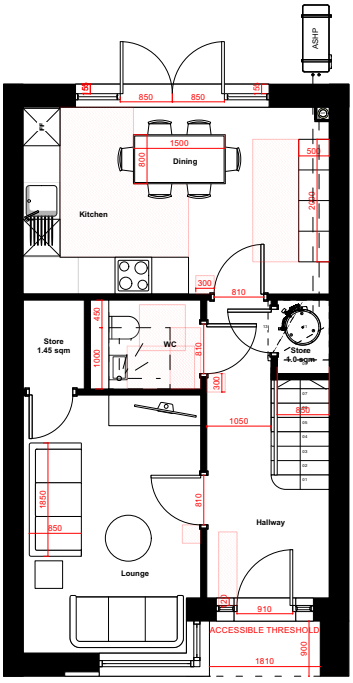
Each house type has undergone a rigorous process of analysis in accordance with Approved Document M, outlining the British Standard for disabled accessibility.

All M4(2) units are consistent of:

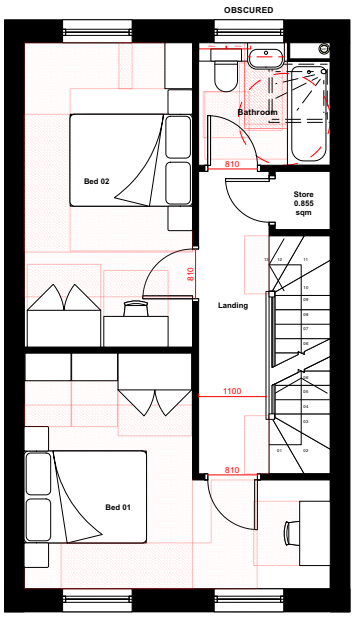
- All principal private entrances are step-free level threshold access, with min. 1200mm width and depth external landing. Each landing consists of a min. 900mm wide by 600mm depth recessed entrance covering.
- All external doors have a min. clear opening width of 850mm with min. 300mm nib to leading edges that are maintained for 1200mm beyond. Reveal depths to the leading edge side of each external door is no greater than 200mm. A 150mm step down to external level has been proposed to rear access doors within M4(2) units.
- All internal doors across the entrance storey consist of min. 300mm nib to the leading edge.
- An M4(2) compliant WC has been provided on all entrance storeys, with a compliant bathroom found on the first floor.
- All kitchens provide a min. 1200mm clear space in front of and between all units / appliances.
- All staircases have a min. clear width of 850mm when measured 450mm above the tread pitch line.
- Every bedroom provides a clear access route of min. 750mm wide from the doorway to the window. A min. 750mm wide clear access zone is further provided to both sides and foot of the principal bedroom with min. 750mm wide clear access zone provided to one side and foot of all other double bedrooms. Where single beds have been provided, a min. 750mm wide clear access zone has been provided to one side of the bed.

House type D provides example of the M4(2) analysis process for a 2.5 storey 3 bedroom 6 person unit.

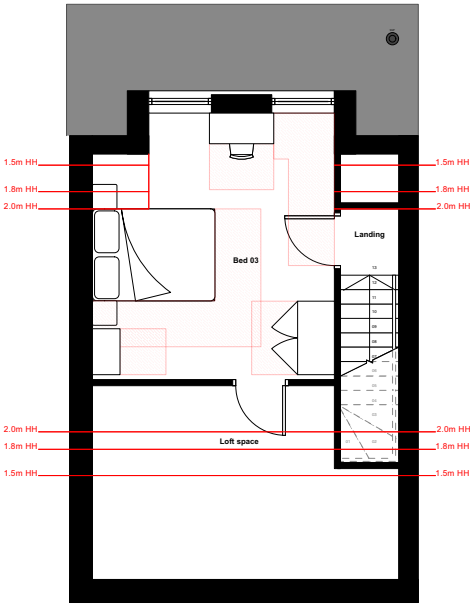
The 1no. M4(3) compliant bungalow unit encapsulates all of the features listed above, with the addition of the more onerous access requirements for a wheelchair user dwelling.



HOUSE TYPE D - Ground Floor Plan
Scale: 1:100



HOUSE TYPE D - First Floor Plan
Scale: 1:100



HOUSE TYPE D - Second Floor Plan
Scale: 1:100

9.1 Conclusion

The proposed development represents an opportunity to introduce 14no. affordable units to a highly sustainable and accessible area within Levenshulme, Manchester. Introducing an adoptable highway between existing Pennington Street and Park Grove, the site maximises an existing brownfield in-fill site within a dense residential area.

The proposal has undergone extensive survey and specialist investigation to assure the architectural response has been driven by the unique opportunities and constraints present. The interface with the existing railway and the presence of culverted Nico Ditch running through the site have been identified and responded to with a well considered approach.

The scheme seeks to introduce residential units which are consistent with the existing urban grain, density and massing that are prominent within the immediate vicinity of the site. The proposed units would introduce well considered, high-quality affordable homes, which provide a contemporary interpretation of traditional architectural features inspired by the character of the surrounding contextual properties. The material palette specified seeks to further complement the site's immediate context.

The mix of proposed house types include a diversity of one, two and three bedroom units across single, two and two and a half storey units. This variation accommodates a diversification of residents within the area, promoting a future-proofed and sustainable neighbourhood within Levenshulme.

All units will undergo a detailed design process with a fabric-first approach, to ensure they adhere to MCC environmental standards. Modern renewable energy methods will be implemented, including air-source heat pumps and photovoltaic solar panels for the interest of sustainable design.

Accessibility has underpinned the design intent, with all units and associated external works at a minimum standard of M4(2). One single-storey unit to the north-east of the site has been proposed as wheelchair accessible M4(3) standard. The site's location and topography have lent itself to accommodate units that suit higher accessible needs.

Extensive pre-application dialogue with Manchester City Council and a public consultation process has afforded the site to undergo a design development process, ensuring that the proposed scheme responds to Local Authority requirements and addresses any public comments.

The scheme has therefore been resolved to provide a high-quality proposal which will contribute a long-lasting positive impact towards the local community.

December 2025

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