

Design & Access Statement

35 Garratt Way, Gorton

Change of use from use class A1 retail to flexible use class A1 retail and use class B2 industrial, external alterations and amendments to car park'

Introduction

This Design and Access Statement (DAS) has been prepared in support of a planning application for change of use of an existing building at Garratt Way, Gorton, Manchester. The description of development as set out on the application form and Planning Statement is '*Change of use from use class A1 retail to flexible use class A1 retail and use class B2 industrial, external alterations and amendments to car park*'.

Site Description

The site is located at 35 Garratt Way, Gorton and is also known as the former Crawshaw's Butchers unit.

The application site consists of a single-storey commercial unit (use class A1), car parking, servicing area and landscaping. The site lies to the north of Hyde Road, to the south of Garratt Way and between commercial and roadside operators to the east and west.

The adjacent sites are occupied by a Texaco Petrol Filling Station with convenience store, a hand car wash and Aldi store to the west and a drive-thru KFC and police station to the east. The south of Hyde Road is dominated by retail and town centre uses including bulky goods retail and services such as estate agents. Residential development is located to the north of Garratt Way. The wider area is dominated by commercial development, such as a large format Tesco store to the east of the site, office development, a former public house and other retail uses benefitting from the key arterial route into Manchester City Centre (Hyde Road), railway infrastructure including Belle Vue station, leisure uses to the south-west such as Belle Vue Stadium and Cinema and residential uses.

The application site was last used as a butchers and factory shop selling retail and bulk meat products however this site has been unoccupied since 2018 and has been actively marketed to a wide range of users, as outlined later in this document.

Proposal

The proposal seeks a flexible use which would allow a future tenant to use the building as a shop (use class A1) without the need to seek further planning permission to revert back to use class A1 if required.

The proposal also seeks to permit the occupation of the site for use class B2 to allow the operation of MOT/car servicing and maintenance as described above for operator Quick Lane, part of the Ford Group.

Quick Lane also requires external building alterations to the former retail unit including openings with shutters on the south and east elevations of the building which will allow vehicles to be brought into the building and a window to the north elevation. Some reconfiguration of the car park is required to create two holding areas fronting the proposed openings for vehicles to enter and leave the building.

The proposal will also include an electric charge point connection from the building's front (eastern) elevation for staff vehicles. In addition, 2no. Sheffield cycle stands (providing secure parking for four cycles) will be provided along with 2no. accessible parking spaces. No further alterations to existing parking provision is proposed.

A financial contribution of £5,000.00 is proposed for the Council to spend on tree planting/landscaping as a positive air quality improvement measure along Hyde Road. This will be secured by way of a S106 Unilateral Undertaking. There are no changes to landscaping or site access which are largely outside the application site.

No boundary treatment is required as no storage whatsoever will be left outside of the building.

Use

The existing use of the site is A1 retail. The proposed use of the site will be B2 industrial and will be occupied by a car servicing and repair user, Quick Lane. The site lies within a mixed-use area as set out in UDP Policy GO6. The policy permits industrial and employment generating uses and as such the proposed use is considered acceptable. Furthermore, the use is considered compatible with surrounding uses.

Amount

The proposed development will make use of an existing building and site. The proposal will make minor external alteration to the building and reconfigure the car park. The external alterations will not alter dramatically however the applicant proposes adding two accessible parking spaces and one electric vehicle charge point at the cost of two standard parking spaces resulting in a net increase of one parking space. The proposal will therefore deliver an efficient use of land.

Layout

The proposed building layout is set out in the plans submitted in support of this planning application. No further alterations to the site layout, with the exception of the reconfiguration of the car park, are proposed.

Scale

No changes to the scale of the site or the building are proposed.

Landscaping

No alterations to the landscaping of the site are proposed. The wider Hyde Road corridor will benefit from landscaping by way of a S106 financial contribution which can be used by the Council to enhance tree planting in the locality.

Appearance

The plans submitted in support of this planning application detail the proposed alterations to the site appearance. The applicant proposes adding new vehicle doors and introducing new superficial external works for the purposes of branding such as introducing corporate branding consistently throughout the building, presenting a cleaner, more presentable site.

The total height of the building, roof pitch and eaves height remain as existing.

Access

No alterations to pedestrian or vehicular access are proposed however as detailed above, alterations to parking provision are proposed. The site offers excellent pedestrian connectivity to pedestrian infrastructure including along Hyde Road. A site which is highly accessible to pedestrians is critical to the proposed tenant as it is important that customers are able to access retail and food and beverage outlets while their vehicle is being worked on. The existing pedestrian access routes provide good access to operators such as Tesco, Subway, Aldi, KFC and various independent operators located on Hyde Road.

The building is currently accessed by a main door into the front (east facing) elevation by means of a double width personnel door set into a glazed elevation. Two additional personnel doors protected by roller-shutters are located on the north and south of the building. The proposed external alterations will result in the reorganisation of the

building including the creation of a new reception area with glazed elevations and access door to the north-east corner and the addition of three vehicle doors with glazed panels on the east facing elevation. The glazed section will be secured by rollers shutter doors when the business is closed. An additional personnel door in the northern elevation will provide access and a fire escape and a new roller shutter vehicle access on the southern elevation will provide access to service vehicles.

Sustainability

The applicant Sheppard Developments and the incoming leaseholder, Quick Lane, are committed to achieving sustainable development. The UK road vehicle fleet remains largely petrol and diesel powered however hybrid and electric vehicles are increasingly available within the market. The proposed development will service both conventionally powered vehicles as well as hybrid and electric vehicles.

In addition, the proper and regular maintenance of conventionally powered vehicles is imperative to the efficient operation of vehicles. Regular oil changes, replacement air filters, well maintained tyres and general maintenance improve efficiency, reduce fuel consumption and reduce emissions in addition to reducing costs for motorists. In addition to the reduction of emissions by enabling vehicle maintenance, the application site is located adjacent to a key arterial access route into Manchester, at Hyde Road, thus customers, who are generally passing by, can reduce specific trips made by motorists for vehicle repairs.

The applicant has sought to provide incentives to employees to use alternative methods of transport including ensuring good pedestrian access, sufficient cycle storage and electric vehicle charge points as part of the proposals. Furthermore, the applicant is proposing a Section 106 agreement to contribute £5,000 to the Council to plant trees/landscaping in the local area along Hyde Road. The proposed planting will allow the community to use the fund in an appropriate area in order that the air quality benefits of the planting along a very busy road can be combined with other benefits such as habitat creation, landscaping/screening or the improvement to public open space.

The proposal also contributes to sustainability by bringing a redundant building on a brownfield site back into use, thus creating an efficient use of land.

Conclusion

The proposed development is considered appropriate in terms of use, design, access and sustainability.