DESIGN & ACCESS STATEMENT

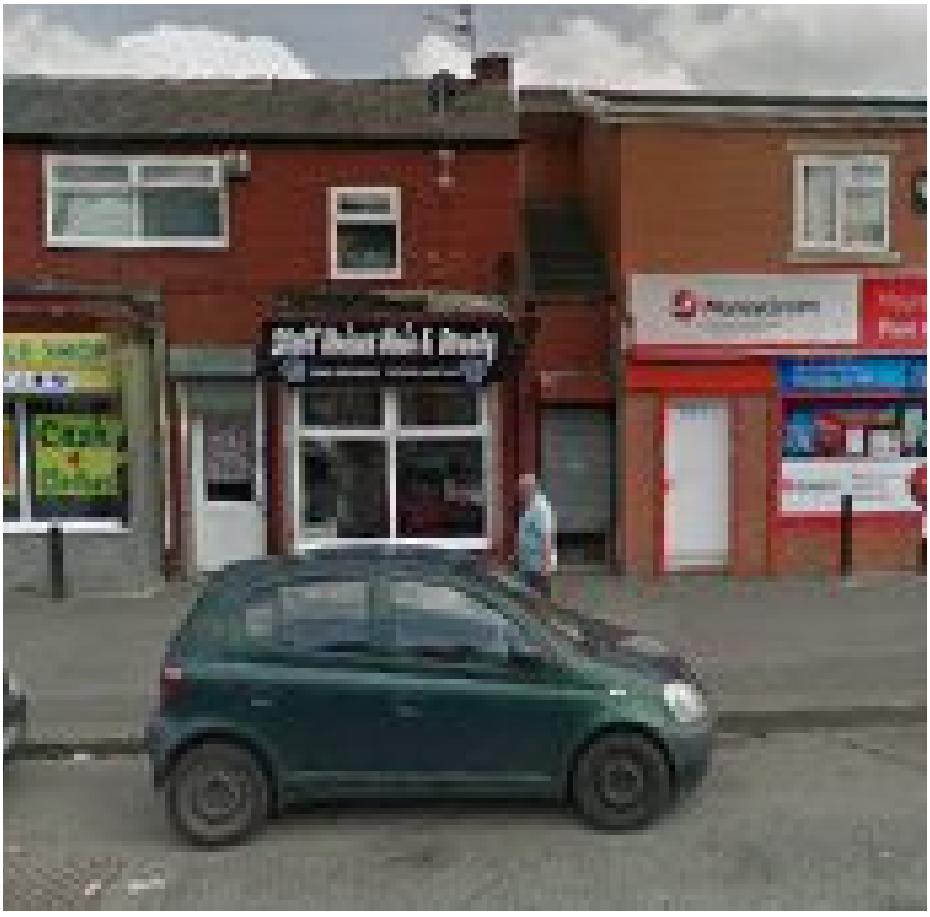
FOR

Rev-B

CHANGE OF USE OF EXISTING RETAIL UNIT (A1) TO Café (A3) USAGE

AT

157-C MOUNT ROAD
GORTON



The Application:
Proposed conversion of existing A1 retail unit to A3 usage for small café.
Provision of new mechanical extract and external ducting from kitchen. Bins area to yard.

Location & Background:
The application is for a site on 157-C Mount Road, Gorton. The plot is approx 58m². Currently, the site is an A1 retail unit which unoccupied at the moment. The application site sits within a retail units with flats on the upper floors and similar type units within the vicinity.

Design:
The clients wish to convert the existing premises into a cafe. In order to facilitate the conversion there will be changes to the internal finishing, however there are no proposed alterations to the layout of the premises.
An extract flue and canopy to the kitchen will be installed. This will be in the same manner as is installed in the adjacent units and will terminate at 1200mm above roof level.

Existing Highway Access Arrangements
The street pattern around the development is of regularised grid pattern, with Mount Road forming the principal route through the area off which branches smaller residential streets. The layout of the area can be seen on attached on location plan. Branching off Mount Street on either side of the application site are the residential streets of Heathcote Lane to the north and Craig Road to the south. Mount Road has a 30mph speed limit with the residential streets having a speed limit of 20mph.
This eastern kerb of Mount Road in the locality of the application site is dominated by local centre facilities, including a post office/news agent, pharmacy, betting shop, cafes, pet shop, alcohol retailer, veterinary clinic and other eateries. The western kerb of Mount Road is fronted by residential properties some of which, in particular those in front of the application site have private driveways. The side streets off Mount Road are made up of residential terraced properties with no private parking provision with residents parking at the kerb.
The ground floor unit forming the application site is accessed on foot directly off the back of footway which is approximately 4m wide, beyond which is a carriageway of 13m width. There are no parking or waiting restrictions on either side of the road or on the adjoining side streets, except in the locality of junctions where parking is restricted by double yellow lines. Where parking is allowed it is generally within allocated parking bays, although the white lining delineating the parking bays from the traffic flow sections of the carriageway is heavily worn.

Car Parking Analysis
There is ample parking along Mount Road to facilitate the parking needs from the small local shopping centre. Although some centre parking appears to occur along the side streets of Craig Road and Heathcote Road, this appears to be limited to the ends of the streets adjacent to the gable ends of the properties fronting Mount Road.

The existing retail provision on the application site will exert parking demand on kerb side parking during normal retail hours. This will be at a similar time as the adjacent local centre uses. Parking demand from a retail use during the working day would have limited impact on nearby residents. However, there would be an overlap in parking demand during late afternoon/early evenings and during the weekends created from the demand between the application site retail use, the local centre uses and residential parking.

The proposed cafe is likely to have noticeable parking demand in the evenings when the majority of adjoining local centre uses will be closed. The parking demand from the proposed use would therefore most likely occur when there is little other demand for spaces on Mount

Road in the locality of the local centre. Therefore there is unlikely to be any displacement of parking onto the adjoining residential streets of Heathcote Road or Craig Road.

Whether considering the existing retail or the proposed cafe, the short term parking demands from customers during the retail periods or evenings respectively will more than likely be short term with a regular turnover of cars parking on Mount Road.

Staff parking for a retail use would be as with customer parking throughout the majority of the day and throughout the week. Staff parking for a retail unit would most likely compete for parking spaces with the other uses in the local centre.

As with customer parking the demand for parking by staff for a cafe would largely be into the late afternoon and evenings.

Servicing and refuse collection.
The servicing arrangements will remain unchanged.

The property has a rear service yard which is shared with the adjoining property 157B (As shown in location plan) where the general waste and recycling bins will be stored. Back Mount Road is a gated street and bins are taken to the end of the gated street on collection days. Refuse collections will be carried out by the local authority or contracted to a private refuge collection company. Refuge collections of general will typically be twice a week and also recyclable waste once a week.

Extract Flue:

The proposal includes the installation of a new extract system that will serve to expel fumes and odours from the kitchen in a safe passage to the atmosphere in a position as shown on the drawing. It is proposed that the system installed will meet recommended government noise levels of less than 55db for residential conditions. In order to capture airborne grease, extract hoods will be installed above the cooker and burners with carbon grease filters to capture odours before the final vent externally. The filtered odours and fumes will be channel externally along the back elevation of the property and will be vented at above roof level with a 90º bend away from the rear of the site. All channelling and ducting will be securely fixed to the outside wall with acoustic and anti-vibration mounts.

Conclusions:

The proposal is seen to be a reasonable development on a plot of this scale. The works are intended to make the premises safe and hygienic for the proposed usage as a café and there are no substantial alterations or changes to the footprint of the existing building. The site is located with a parade of shops with varying trades, as well as similar businesses. Thus it is seen that the impact of the proposal would be minimal and not detrimental to the area.

Servicing and refuge collection will not be that dissimilar to the alternative retail use and therefore will not create any additional impact.