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# DESIGN & ACCESS STATEMENT FOR PROPOSED UPPER STOREY EXTENSIONS TO EXISTING PRIVATE HIRE PREMISES AT 979 STOCKPORT ROAD, LEVENSHULME, MANCHESTER M19

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*By*

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## Intro

This design and access statement is in support of an application to create a first and second floor extension above an existing taxi base The existing building was built in the early nineties by the owners and the current proprietors, Premier Taxis. The firm has served the local needs of the community for over two decades and is well renowned for an efficient and punctual service.

The existing ground floor accommodation needs to be updated and expanded so that the premises provide a more comfortable environment for its visitors and members of staff. The site is restricted so the only solution to create additional floor space is to build two additional storeys above the existing footprint. There is no intention to expand on the existing number of staff levels but simply to provide better spaces

The building has a large private car parking area to the rear. The neighbouring property retains pedestrian rights along the driveway to access their premises via this route. A further piece of land to the rear was sold off recently to a private buyer.




Street view of site and surroundings

## Site

The site is 310 sq m of which the building is 50 sq m. The existing gross internal floor area of the building is 43 sq m and the proposed total G.I.F of the building will be 129 sq m.

## Area description

Levenshulme is a residential suburb of Manchester, three miles south of the City Centre, on the A6 corridor route that stretches from the City Centre through to Levenshulme. The District Centre lies on Stockport Road. Southern part of the district centre is renowned for antique and furniture goods. The area is now known for this specialist market, and it has brought added trade with it. Levenshulme has a good mix of affordable housing, which is complemented by good schools in the area

## Design

The area is characterised by similar style of buildings which sit hard against the pavement. There are some irregular patterns of development with some of the terraces being set back and only the ground floor commercial units standing proud of the original building.

The upper storey extension will be kept at a minimum height by accommodating all of the second floor in the roof void. This helps to reduce the impact on the street scene. To allow additional headroom in certain areas and allow additional light there will be dormers to the front and rear elevations.

The ground floor will be kept for public use whilst a separate external entrance door will lead to the private upper floor offices associated with the firms operations. The reasons behind a separate entrance and stairway are due to the nature of running the business. The proprietors often visit the site to check on the daily running of the firm do all the usual chores associated with running an office. The separate entrance would provide a more secure entrance to the private offices without disturbing the ground floor operations.

A new frontage is proposed to the ground floor to modernise the building. It will create a better interface with the public passing the site and also help improve the working conditions within the building by allowing more natural light in.

## Materials

The extension will be built using materials matching the existing building with some additional features. Splayed brick headers and reconstituted stone cills will be used to decorate the new UPVC front first floor windows. The roof will be finished with a reconstituted slate to mimic its surroundings. The new ground floor shop front will be of aluminium construction in a colour to be agreed at a later stage.

## Refuse & access

There is an existing small yard area to the rear of the building which is currently used for bin storage. The area is screened from public use. No increase of refuse is envisaged, thus the existing facilities will suffice for the additional accommodation.

There is level access at ground floor level via the existing ramp. There are no level changes within the ground floor. Due to the size of the building and site constraints it is not feasible to install a lift for disable visitors or staff to the upper levels.

## Summary

We believe the proposal should be granted on the basis that the building form is an acceptable form of development which sits in well with its surroundings. The scheme does not adversely impact upon any of its neighbours and the design is sympathetic in character.

The proposals will not create any additional traffic to the site or cause any harm to road and pedestrian safety. A larger public waiting area will to reduce movement around the outside of the building with the creation of a more welcoming waiting area. This in return will help reduce noise and nuisance at street level.