Consultant Line ARCHITECTS

ARCHITECTURE ▮ PLANNING ▮ PROJECT MANAGEMENT ▮ INTERIOR DESIGN ▮

DESIGN AND ACCESS STATEMENT



Unit 5, Longden Road
Industrial Estate
Manchester, M12 5SJ

Job No: 1121 / Issue No. DS01A

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1. INTRODUCTION

1.1. TERMS OF REFERENCE

1.1.1. This document has been prepared to accompany the planning application submitted by Mr. Mudasser Khan & Mr. Nadeem Khan who are the owners of Unit 5, Longden Road, Manchester, M12 5SG. The application submitted is for retaining an existing use of the property as a car repair centre.

1.1.2. Consultant Line Architects Ltd has been appointed as Architects to prepare design drawings and the design and access statement for this development. Consultant Line Architects Ltd and its personnel have extensive experience in designing car facilities including Rolls Royce buildings, commercial, retail, care home, educational establishment, schools, children day nurseries and residential buildings on variety of sites conditions.

1.2. BACKGROUND

1.2.1. Longden Road is previously used as a laundry and cleaning centre until being converted by the current owner Mr. Khan to be used and operated as a car repair centre which required this planning application. The property has one large floor plan with small office, storage, toilets and paint shop. Access to the property is through a large shutter door fronting Longden Road at the front of the premises.

1.2.2. The property is part of an industrial estate that is located at the dead end of Longden Road. To the East of the site, there is a large park site fenced towards Longden Road.

1.2.3. Across the Road from the property, there is one residential house with its front being located on Newdate Road with the house side elevation and a detached garage is located on Longden Road. However, most of Longden Road is occupied by residential houses except the end part which occupied by the Industrial Estate in which Unit 5 of Mr. Khan forms part of.

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2. THE BRIEF

The objectives set by the brief of the development have been to: -

2.1. Convert the existing property into modern and functional car repair centre for 5 cars with internal parking and drop off/collection areas.

2.2. Improve and enhance the internal condition of the existing building to confirm with the new regulation and modern design requirements.

2.3. Improve and modernise the front elevation facing Longden Road.

2.4. Take consideration of the site location and its context and surrounding neighbourhood and their high value.

2.5. Incorporate high quality of design and functionality.

2.6. Minimise any impact of the proposal to the adjoining properties and their use as well as the existing building.

2.7. Omit the need of any off street parking and allow for full traffic flow within the internal floor area of the property.

2.8. Incorporate new functional design that will control and manage the centre operation.

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3. SITE AND CONTEXT

3.1. The site has rectangular shape with the front facing Longden Road. It extends to approximately 483 sq m with hard standing area to the front of the property. Immediate neighbours are other industrial units which forms part of the Industrial Estate on Longden Road and Hemmond Road. Longden Road is a dead end road but access can be distributed to other roads prior to the end where this unit is located. Across the Road from this unit, there is a brick rear fence for one residential property that facing Newdate Road. Further away from this unit, residential houses occupy both sides of the road.

3.2. The building at Unit 5 in Longden Road is part of series of one storey high buildings linked together in a terraced kind of arrangement. Each of these premises has different front design arrangement with signage and elevation treatment vary from one to another.

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4. ECONOMIC CONTEXT

4.1. The conversion of the premises to be used as car repair centre will provide valuable employment source for local people.

4.2. The current proposed use will also help in making this dead end road occupied during the day which will prevent it from being used as a dead end trap for various types of gatherings or activities.

4.3. We understand from the current owner that he supported the installation of the fence towards the end of that road adjacent to the park to improve safety and security for the road. The current owner also socialises with most residents, share and contribute to the community during festive and social events.



4.4. Having operational premises as car repair centre that encourages employment and provide safety to that end of the road will be far beneficial from a vacant premise with no use. Most of the Council's concerns on previous decisions will still apply even if the property is converted to its original use. Additionally, there is no suggestion that traffic, noise, and suitability of use which has been raised by the Council through previous decisions for any other uses that may apply to the premises will have less impact than what is being proposed in this application

4.5. The development will provide good quality and well managed business premises that generate employment, contribute to the economy and provide safety and security within the area which in turn signifies the importance of the proposal.

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5. PLANNING POLICY CONTEXT

5.1. Various planning policies are amid at ensuring that provision for good quality, well design and considerate scheme are considered for similar kind of applications.

5.2. The proposed design of the car repair centre has considered all aspect of the site and designed to ensure that all vehicles will park within the building envelope. The premises will be equipped with quite motorised insulated roller shutters which are closed when not been used. These shutters and all their boxes will be hidden within the structure of the building or located internally to cause no visual impact on the premises. All walls will also be fully sound insulated. Additionally, the proposed car repair centre forms part of the industrial estate and located at the end road of Longden Road in which no access to any residential properties. There is also no evidence that the previous use or any other uses will have less impact on the current proposal (if any). Our understanding that the proposal will have no impact on the residential properties on Longden Road and thus complies with policies H2.2, DC26 and DC14.3 of the Unitary Development Plan for the City of Manchester. The appeal inspector dismissed the council view in relation to policy DC14.3 and DC26 and agreed that the development would not cause any impact on residential environment.

6. INVOLVEMENT

6.1. Discussions have taken place with Mr. Carl Glennon from the local planning department who was also the planning officer on previous submitted applications. Over a telephone conversation, some concerns raised in relation to the use of the premises which has been reconsidered and mitigated in the current submitted design. The council also raised the highway issues which should be considered during the planning process. However, our understanding that the Highway department had no issues raised in previous submitted applications. No further comments are received from the Council regardless of our attempt to get formal written reply in way of pre-planning advice.

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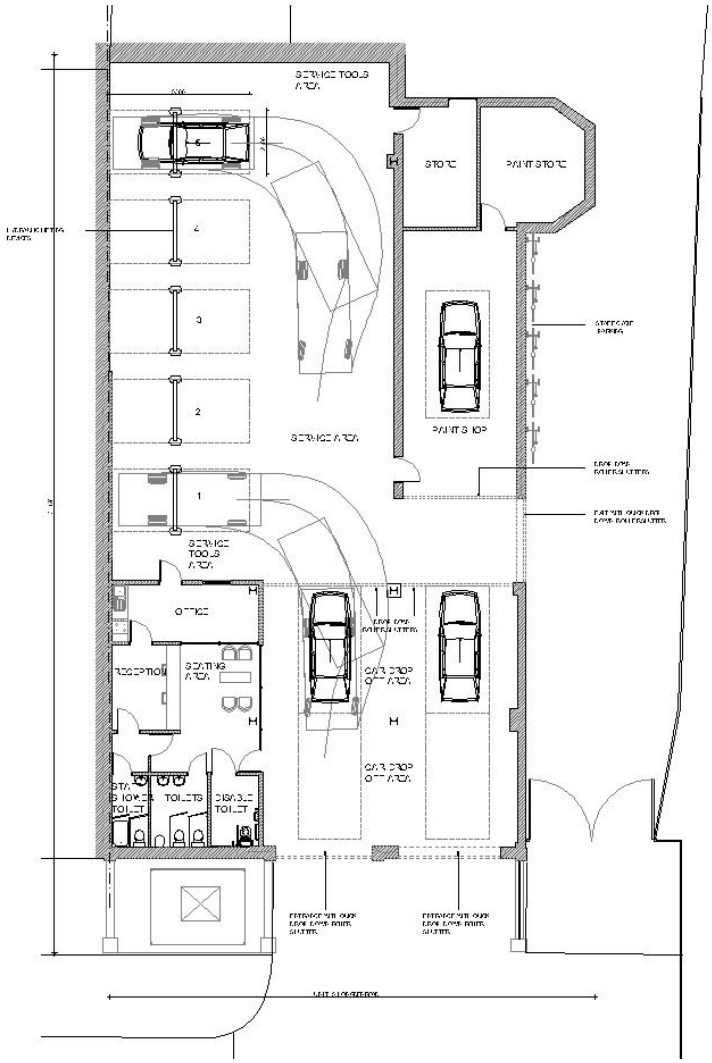
7. EVALUATION, DESIGN AND USE



7.1. The proposed design will create a large service area to the rear of the property with hydraulic lifts for each car bay. The front part of the premises will be allocated for parking and drop off areas where cars will be collected by staff and taken into the service area through internal roller shutter doors. Parts of the front part of the building has been allocated for an office, a reception and waiting room in addition to staff toilet with shower, customer toilet and a disabled toilet. To the rear of the property, a room has been allocated for storage and the other for car painting.

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Car Hydraulic Lifting arms






Example of other MOT repair centres in the UK.

7.2. Waste bins including one for recycling will be provided at the rear of the property within the allocated store with direct access to the side alleyway. Additionally cycle parking for 5 bicycles is also provided to be used for staff of the centre.

7.3. The proposed design will have two roller shutters to the front of the premises with access from Longden Road to create an area for waiting and drop off cars within the building that can accommodate 4 cars at any one time. The design also incorporated an integral roller shutters that will not be visible from the street. A new exist to the

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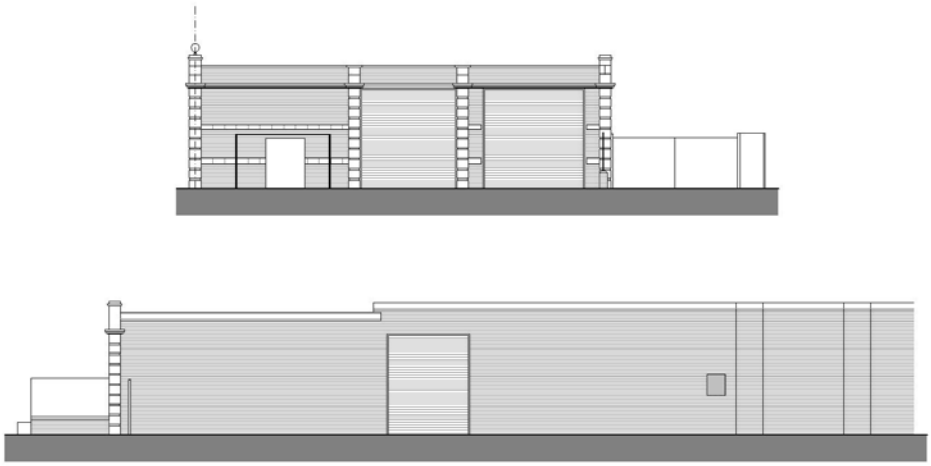
side of the premises leading into a side alleyway has also been proposed to help with the traffic flow within the property and to eliminate the need to reverse into Longden Road and thus causing no impact whatsoever on that road.



7.4. Previous application umber 090456/FO/2009/N2 for the retrospective use of the premises as a vehicle repair, service and MOT garage (use class B2) which has been refused by the Council on 29.June.2009 in the basis of the following

7.4.1. There is no sufficient parking within the premises which would exacerbate existing highway difficulties and traffic congestion.

7.4.2. Proposed use will generate noise and disturbance will unduly detrimental to the amenities of the adjacent residential properties.

7.4.3. Unauthorised roller shutters and associated boxes have detrimental impact on the residential amenity and the appearance of the street level.

While the appeal reference APP/B4215/A/10/2119586 upheld item 7.4.1 above in relation to parking, they concluded that there is “no evidence to support that daily comings and goings generated by the garage are materially greater than the level of activity likely to be associated with previously permitted uses of the building. Furthermore, it would be possible to prevent vehicle repairs from being undertaken outside the building imposing an appropriately worded planning conditions” The above statement and appeal decision over turn the council’s view on both items 7.4.2 and 7.4.3 above.

The current application has taken all the above points into consideration and produced a design that will create a modern repair centre with organised

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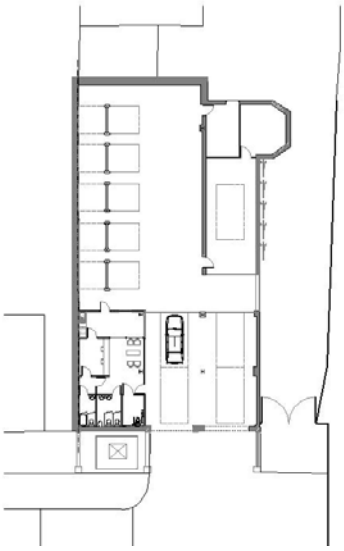
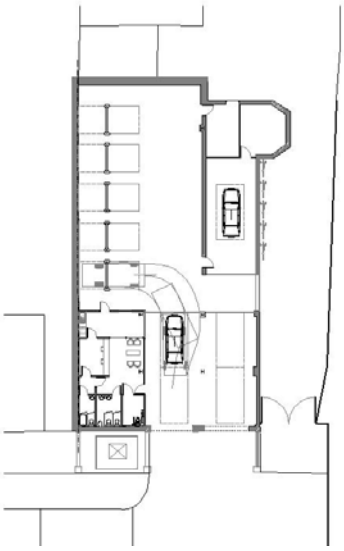
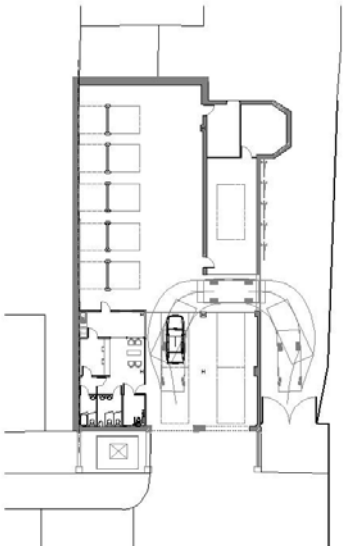
management and functionality to allow for all parking, drop off and collections as well as repair to be within the curtilage of the property. For the proposed size of the business, there is no anticipation of any need for off street parking. The current design also allows for all vehicles to turn within the premises and exit through a separate new side door to avoid creating traffic congestion if it would ever happen.



7.4.1



7.4.2



7.4.3

7.5. The proposed design aim was to control and manage the operation of the centre as detailed below:

7.5.1. Incoming customers by cars will approach the entrance and progress into the waiting/drop off area which can accommodate up to 4 cars at any one time.

7.5.2. The customer enters into reception and one of the staff will collect the car to be taken into the service area for inspection/repair. The customer waits in the waiting room or leaves and come back at later time for collection. The car will stay in the service area until customer returns for collection.

7.5.3. If customer decides to come back later or not to carry the repair, they can leave the service centre turning within the building and leaving from the side of the property to side access way and then into Longden Road.

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8. ACCESS

8.1. The site is located in Longden Road which is distributed from Stockport Road that links Levenshulme to Central Manchester.

8.2. Longden Road is a single carriageway road with footpath on both sides serving the end of the road industrial estate and the residential unites on both sides.

8.3. The current proposed design allow for all customers to park within the internal layout of the property which are not estimated to be more than 4 at any one time.

8.4. The property will have two roller shutter doors with quick and quite mechanism to the front elevation to allow for car access to enter the premises and park within the designated area for waiting and/or collection.

8.5. The new design will also include new exit with roller shutter door to the side of the premises to allow for ease of traffic flow and prevent any traffic congestion if that ever to happen.

8.6. All staff working on the centre lives locally who either walk or cycle to the centre. Cycle parking as well as shower facility has been provided to encourage and enhance sustainable way of traveling to the centre by staff as well as customers who will be collecting their cars.

8.7. With the proposed design, we anticipate that no additional off street parking will be needed.

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9. CONCLUSIONS

9.1. The scheme has been carefully developed after considering all site specific design criteria. Alongside providing up to date facilities, the design has sought to minimise impact of this proposal on adjoining properties as well as existing building.

9.2. The design approach in terms of internal design layout and functional arrangement seeks to provide a clear operational layout which responds to the need of the car repair centre.

9.3. The proposed change in conjunction with the carefully considered layout will contribute to create a high quality building which is deemed suitable in this context.

9.4. The proposed development will contribute well to the local community and add value and enhance the site location.

9.5. No additional off street car parking will be required due to availability of spaces within the building.

9.6. The current proposal addresses all the Council's previously raised issues in relation to the use of the premises as car repair centre. It also reflects the views of the appeal inspector on the previous application.

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