PLANNING APPLICATION FOR CHANGE OF USE FOR A MIXED A1/A3 COFFEE SHOP (INCLUDING EXTERNAL ALTERATIONS) FOR COSTA COFFEE AT 25-29 PRINCESS STREET

DESIGN AND ACCESS STATEMENT

AUGUST 2012

12 Windsor Place
Cardiff
CF10 3BY
Tel: 029 20 368900
Fax: 029 20 368999

1.0 Proposed Use

1.1 Costa Coffee and Greenlane Properties (Stockport) Ltd are applying for planning permission to change the use of 25-29 Princess Street, Manchester to provide a coffee shop.

1.2 These units are currently vacant, and are of standard shop front design. The application seeks external alterations to provide a new doorway to provide level access to the unit.

1.3 In order to achieve level access for customers the proposals include the removal of the existing step.

2.0 Amount

2.1 Costa Coffee proposes one new entrance, which incorporates the existing grey pilasters.

3.0 Layout

3.1 The proposed layout of the unit is shown on the Schematic Layout Plan (drawing ref.13044/1.2-1/B), which accompanies the application.

3.2 It is proposed that the external alteration of creating a new door will form a new entrance into the unit. This will be used in conjunction with the already existing door way.

4.0 Landscape

4.1 No landscaping works are proposed to be carried out as part of this application.

5.0 Scale

5.1 Please refer to the attached diagrams at Appendix 1 which provide an illustration of the proposed entrance way into Costa Coffee. The scale of the building will not alter

as a result of the proposals and nor will the proportions of the detailing on the shop front.

6.0 Appearance

6.1 The proposed doorway follows the same dimensions of the existing entrance in order to form the necessary new entrance. The materials are appropriate to this modern building.

7.0 Access

7.1 Access will be via the new doorway and the existing entrance. The new doorway is designed to be accessible to all, hence the need for the removal of the existing step.

7.2 The site is positioned in a highly accessible location with good access via public transport, walking and cycling. Linked trips to surrounding uses will be highly likely given the complementary function of the proposed use.

APPENDIX 1

ILLUSTRATION OF EXTERNAL ALTERATIONS FORMING THE MAIN ENTRANCE