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Property Solutions

DESIGN AND ACCESS STATEMENT

1122-1136 Stockport Road, Levenshulme

on behalf of Mr S Chaudury

November 2009



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1. Introduction

This Design and Access Statement has been prepared to support a planning application for an extension to provide an MOT facility at 1122-1136 Stockport Road, Levenshulme.

It is prepared by Lambert Smith Hampton on behalf of Mr S Chaudury.

The Application

The application seeks planning permission for a part front/part side, single storey extension to the northern corner of the existing building on the site to provide an MOT testing facility. The proposals will extend one of the existing workshop bays to a length required for modern MOT testing and will also provide an associated waiting area, reception and toilet facilities.

This Design and Access statement addresses the issues of design and access for the application.

Document Structure

This Design and Access Statement is structured as follows:

- Design Policy Context of the site – an over view of relevant guidance
- Site Context – analysis of local mix of land uses, character, movement and access
- Design Parameters

2. Site Context

Site Location

The site is located within a busy mixed residential and commercial area on the western side of the Stockport Road (The A6). The A6 forms one of the main radial routes into Manchester City Centre. Figure 1 shows the location of the site and the application boundary.

The site is rectangular in shape and comprises a former petrol station which is now in use as a hand carwash/workshop. A single storey building sits in a central position along the western boundary of the site. This building provides workshop areas, offices, toilet facilities and a reception/waiting area for the existing operation on the site. The actual washing and cleaning of vehicles takes place to the front of this building.

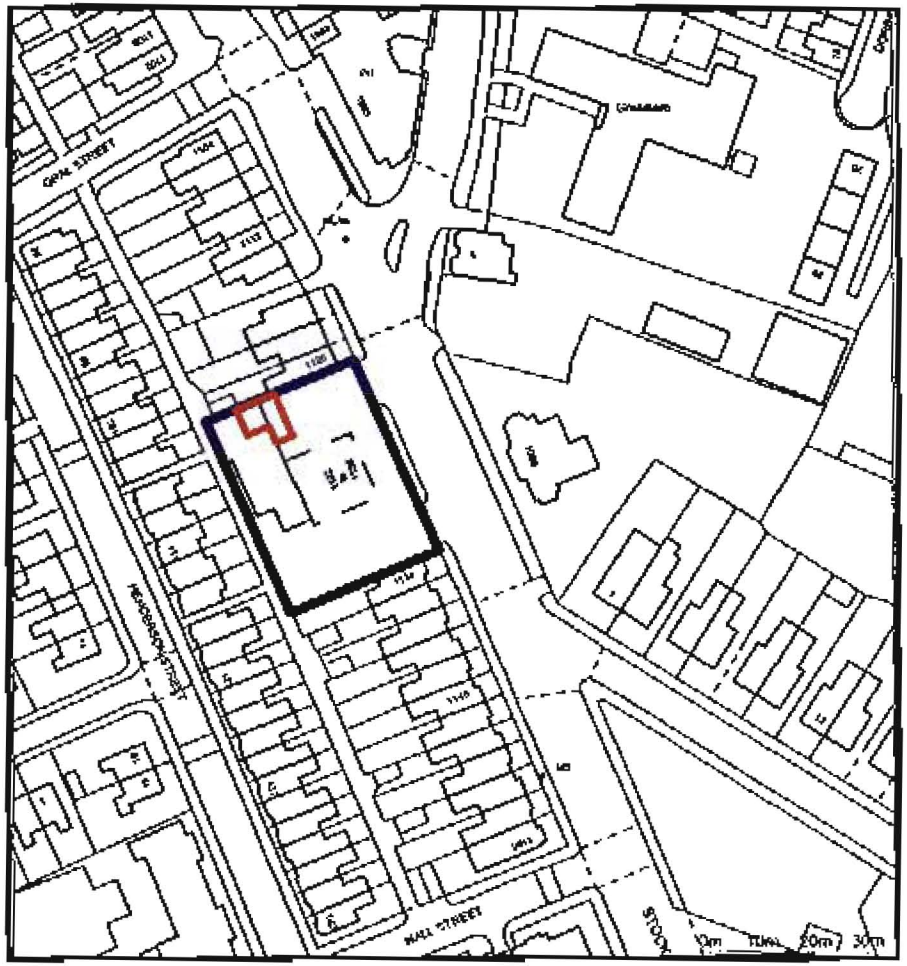

Figure 1: Site Location Plan

3. Urban Design Analysis

This section documents the urban design analysis of the site undertaken, illustrated with plans and aerial photographs. The analysis considers the movement and linkages, the land uses and activities, the buildings and townscape around the site.

Movement and Linkages

There are two vehicular access points into the site along the A6 Stockport Road frontage, one towards the northern boundary and one towards the southern boundary.

Stockport Road connects the site to other parts of Levenshulme District Centre and to Manchester City Centre approximately 6km to the north west. Bus services to the city centre are provided along Stockport Road.

Land Uses and Activities

The land uses and activities surrounding the site are shown on Figure 2.

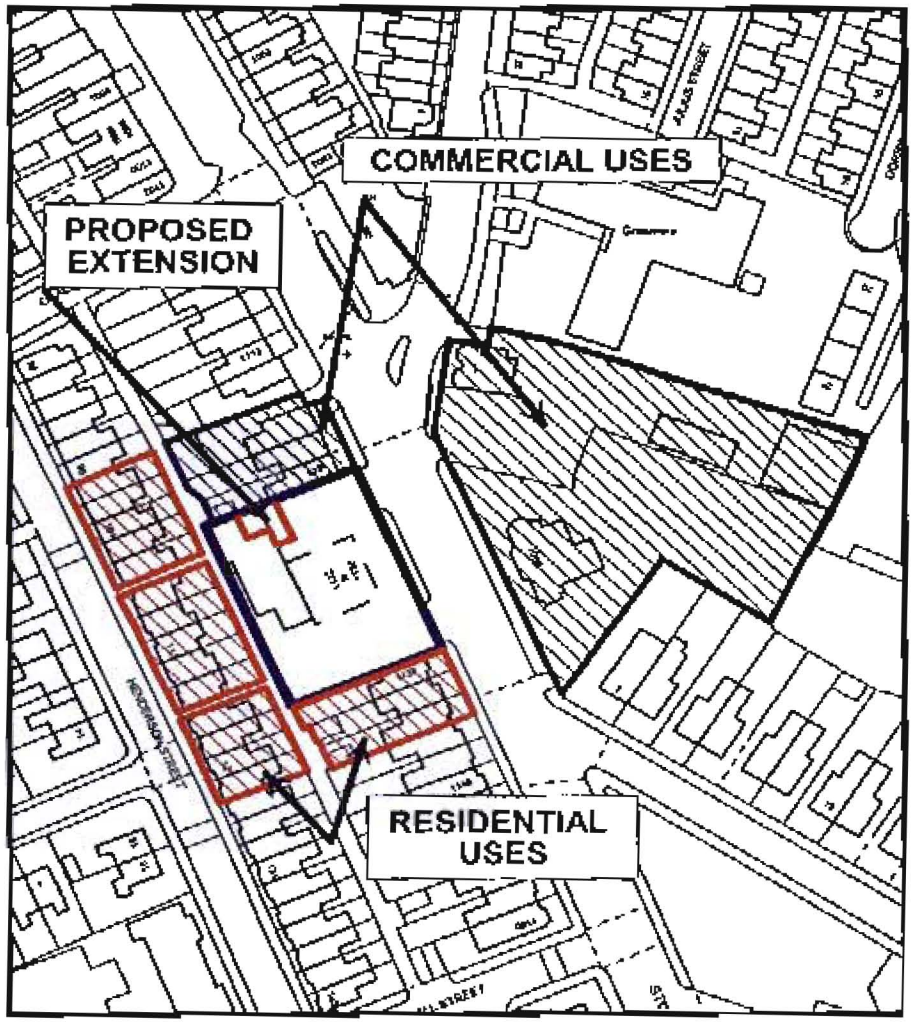

Figure 2: Surrounding Land Uses

The site is surrounded by properties which are in a variety of commercial and residential uses. To the east, on the opposite side of Stockport Road, is an office building which is currently vacant. To the north, a terrace of 3 properties which are in commercial use, sit side on to the site. The closest of these properties is in use as a hairdressing salon with residential accommodation in the upper floors of this block. To the south, the site bounds the side elevation of an end terrace in residential use. To the west, a back alley separates the rear boundary of the site from the rear yards of terraced properties on Henderson Street. Figure 3 shows an aerial photograph of the car wash site and surrounding area.

Buildings and Townscape

The existing building on the site was originally used as a petrol station and is now used as waiting/office/reception facilities for the car wash use. It comprises a single storey building and is located along the western boundary of the site.



Figure 3: Aerial Photo

The character of the surrounding area is predominately urban with commercial uses predominating to the north and east, and residential development to the south and west. The surrounding development mainly comprises 2-storey terraced properties with larger, individual commercial properties on the opposite side of Stockport Road.

The front of the site is open in nature and clear views of the site are possible from Stockport Road to the east. Direct views from the north,

south and west are obscured by surrounding development. Tree planting to the rear of the site partially screens views from this direction.

Planning Policy

The following planning policies have been taken into account, although this list is not exhaustive. The accompanying Planning Statement sets out a fuller review of relevant planning policy.

- Planning Policy Guidance and Planning Policy Statements (PPS1, and PPG24)
- Regional Spatial Strategy for the North West
- The Manchester Plan
- Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (April 2007)

Involvement

In developing the proposals the applicant and the applicant's agent have been involved in pre-application discussions with the Officers of the Council.

Key Design Issues

The urban design analysis has identified the key physical influences which have helped to shape the scheme layout and content.

The key design and land use issues are:

- There are residential properties directly to the south and to the north and west of the site so the impact of the proposed use upon these properties needs to be considered.
- The visual amenity of the surrounding area should not be detrimentally affected.
- The positioning of the existing building and the location of activities within the site offers the opportunity for development which will have little impact on the surrounding area.
- The location of car parking within the site provides the opportunity to minimise vehicle movements within the site.

4. Design Process

The ongoing design process has involved:

- A review of the site context;
- An assessment of the planning policy and guidance;
- Consultation with Manchester City Council Development Control

The proposed use has been informed by the existing uses on the site and in the area.

The application proposes to utilise the potential of the site to provide a development which meets the needs of the site operator whilst minimising disturbance to adjacent uses.

Access to the proposed MOT bay is via the existing access and egress points serving the site, as this is considered to be the most efficient way of serving the proposed use.

The layout of the proposed development results in the efficient use of the site and is appropriate to a development of this nature.

The scale of the development is in keeping with that of the existing building and the surrounding area. The extension will match the existing building in terms of height, design and materials. It will be constructed in brickwork with a metal profiled roof to match the existing building.

7. Access and Movement

This section of the report considers the aspects of access and movement relating to the vehicles, and pedestrians/cyclists plus disabled access strategy for the proposed development.

Vehicle Access and Parking

As illustrated on the proposed site plan, the proposed scheme will provide a dedicated parking area to the front of the proposed extension. This parking will comprise 3 standard spaces and 1 disabled bay.

Vehicles will be able to access this parking area via the existing access points off Stockport Road.

As a result vehicle movements between the parking area and the proposed MOT bay are limited to the least possible distance and will be restricted to the area to the front of the proposed extension.

MOT related activities will take place within the proposed building to ensure any noise generated is contained and the potential for disturbance to surrounding residential properties is minimised.

Pedestrian and Cycle Access

The existing business is currently accessible to pedestrians and cyclists from Stockport Road. The proposed scheme will not affect the accessibility of the site for these users.

Access for All

The proposed development takes into account access for all and forms the basis for the barrier free, fully accessible development.

A level threshold into the MOT premises will be achieved by grading the external ground levels. A minimum 1000mm clear opening will be provided into the building. The reception area will include a disabled compliant toilet.

The proposed disabled parking space has been located adjacent to the MOT reception area to help reduce travelling distance for disabled users.

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8. Conclusions

This Design and Access Statement demonstrates that the proposed scheme is appropriate in its context. The development of the site for the use proposed would contribute to the following aims:

- The proposed development results in an efficient use of the site and will provide suitable access for all users.
- The layout of the proposed development will reduce vehicle movement within the site by providing dedicated parking facilities directly to the front of the proposed building.
- The design of the proposed development will minimise the impact of proposed activities upon neighbouring properties.
- The MOT testing activity will take place within the proposed extension to ensure any noise generated is contained and the potential for disturbance to surrounding residential properties is minimised.

For the above reasons, it is considered that the proposed development complies with national planning guidance together with the policies contained in the Development Plan. As a consequence, planning permissions should be granted for the proposed scheme.