Knowles & Co.

CHARTERED BUILDING CONSULTANCY & PROJECT MANAGEMENT

DESIGN AND ACCESS STATEMENT

FOR THE PROPOSED RECONFIGURATION OF

35 COPSON STREET, WITHINGTON, MANCHESTER, M20 0HE

ON BEHALF OF

STARCRESTER PROPERTIES LTD

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1.0.0 INTRODUCTION

1.0.1 This statement has been prepared in support of the application for full planning permission for change in external appearance following a proposed internal reconfiguration of the existing food store to provide two Class E(a) retail units together with the provision of photovoltaic panels on the roof in order to self-generate electricity and reduce carbon footprint. The proposal also includes for the widening of a footpath facing one elevation.

1.0.2 Please find in Appendix I various photographs of the existing development.

2.0.0 SITE APPRAISAL

2.0.1 This is as an island site fronted by Copson Street which is currently undergoing a partial vehicular street closure and pavement improvements. On the northwest it sides onto Hill Street and faces both residential and commercial units. On the northeast it sides onto Patten Street which predominately faces residential accommodation. At the rear it backs onto Brownacre Street where there is residential accommodation and a public house. The main vehicular access to the site is via Wilmslow Road and Burton Road with junction onto Hill Street. There is a dedicated car park to the site which contains both general car parking, bicycle parking, parent and child parking and disabled parking . From the disabled and parent /child car spaces there is a private zebra crossing to a paved area .

2.0.2 The unit is a detached unit with a mansard roof containing a felt covered flat top and clay tiled perimeter with projecting eaves. The external walls are cavity brickwork with exposed brick piers. To the projecting eaves there is a soldier course. At dado height there is splayed brickwork. There is a colour contrast between the brickwork where these brick features are formed.

2.0.3 Loading access from the car park is by way of a 3900mm wide gate leading into a dedicated service yard . Goods access into the rear of the building is by way of a 2020mm wide x 2450mm high roller shutter door . The current tenants plant and equipment is mounted both externally and in an enclosed brick-built plant room . Waste is collected into metal containers .

2.0.3 On either side of the access point on Hill Street there is limited soft landscaping with trees and planters. Facing Patten Street there is a row of hedgerows.

2.0.4 All mains services are available and connected. The primary main routes drainage is as indicated on the plan attached in Appendix II. This comprises of a combined system,.

2.0.5 Internally the existing space is inefficient. The front half facing Copson Street contains a food store. Access into the front is from a single glazed 1170mmm deep metal framed single glazed entrance pod with level street access The remaining half contains ancillary accommodation with freezers, male and female toilets, brew points, offices and the like.

3.0.0 DESIGN PROPOSAL

3.0.1 In order to achieve a high standard of design and following consideration the following has been taken into account:-

1. The existing projecting entrance pod on Copson Street is somewhat tarnished and worn. It is proposed to replace this with a more modern equivalent with an aluminium framework powder coated to RAL colour 7016 (Anthracite Grey) and double-glazed units. The level access will be retained and the entrance doors will be electrically operated for ease of disabled access . This will therefore remain the principal access point for the newly formed retail unit to be termed “Unit A”.

2. “Unit B” is to be formed with the entrance facing the car park where three new powder coated aluminium framed double glazed are to be provided (colour reference RAL 7016 Anthracite Grey) . The right-hand shop front will be recessed to allow for a level access transition for disabled persons. The shop front are formed by removing panel brickwork between the external brick piers . Doors will be electrically operated In addition; it is proposed to widen the existing 900mm wide footpath at this location by a further 300mm to make it 1200mm. Impact bollards will be provided to prevent unauthorised entry.

3. The secure entry gates will be retained with the dedicated service yard to be of communal use for both units . The existing goods door will be retained for goods use and will allow access into a communal service corridor .

4. Plant and equipment will be subject to a separate planning application to meet the requirements of the end users but in principle will remain in the service yard and existing plant room .

5. A dedicated secure lockable timber bin store will be provided in the service yard where there will be two lockable 1100litre waste bins for each unit . One of the two will be for recyclable waste .

6. The application allows for a substantial coverage of new photovoltaic panels on the roof. It is intended for the electricity generated from these units to be distributed into the two new units and for any surplus electricity generated put back into the grid.

4.0.0 HIGHWAYS CONSIDERATIONS

4.0.1 There are no highway considerations relevant to this proposal as vehicular access from Hill Street is to be retained. There is no loss of car parking .

5.0.0 TREES, HEDGES AND THE LIKE

5.0.1 All trees, landscaping and hedges are to be retained as existing. They are remote from the works and have no diversity impact and can be regarded as de minimis.

6.0.0 FLOODING

6.0.1 Flooding details on the Environmental Agency website have been checked and there are no flooding implications for this site.

7.0.0 POLICIES

7.0.1 Policies have been designed with regards to "Places for everyone, Joint Development Plan document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 – 2039" together with the provisions of the "Draft Withington Village Framework"

8.0.0 ACCESS

8.0.1 The application is in a sustainable location as it is sited adjacent to residential and commercial properties and is for the benefit of the local residents The proposal will not lead to any increase in traffic; therefore it is considered to be a sustainable use of the site.

9.0.0 CONCLUSION

9.0.1 Overall, therefore, the enclosed application presents a scheme that is appropriate to the setting of the site, with the intention to provide a proposal with a sympathetic scale, form and massing and the use of appropriate materials.

R Knowles BSc FRICS MPWS
Chartered Building Surveyor for Knowles & Co
16th March 2025

APPENDIX I

PHOTOGRAPHS

Plate 1 – Front Elevation on Copson St. The entrance pod is proposed to be renewed and provide the primary access for Unit A.

Plate 2 – Side elevation facing the car park

Plate 3 – Side elevation facing the car park. New shop front to these three brick bays providing primary access to unit B

Plate 4 – Side elevation facing the car park. Pavement to be widened from 900mm to 1200mm in brick pavings to match existing .

Plate 5 – Side elevation facing 33 Copson St

Plate 6 – Side Elevation facing Hill St . A new fire exit door is to be provided for Unit A(arrowed red) .The existing fire exit will be of communal benefit .

Plate 7 – Vehicular access from Hill Street . This remains unchanged . The perimeter brick walls to the dedicated service yard remains unchanged .

Plate 8 – Secure entry gates from car park to service yard . These will remain unchanged and will be a communal entry point for both units .

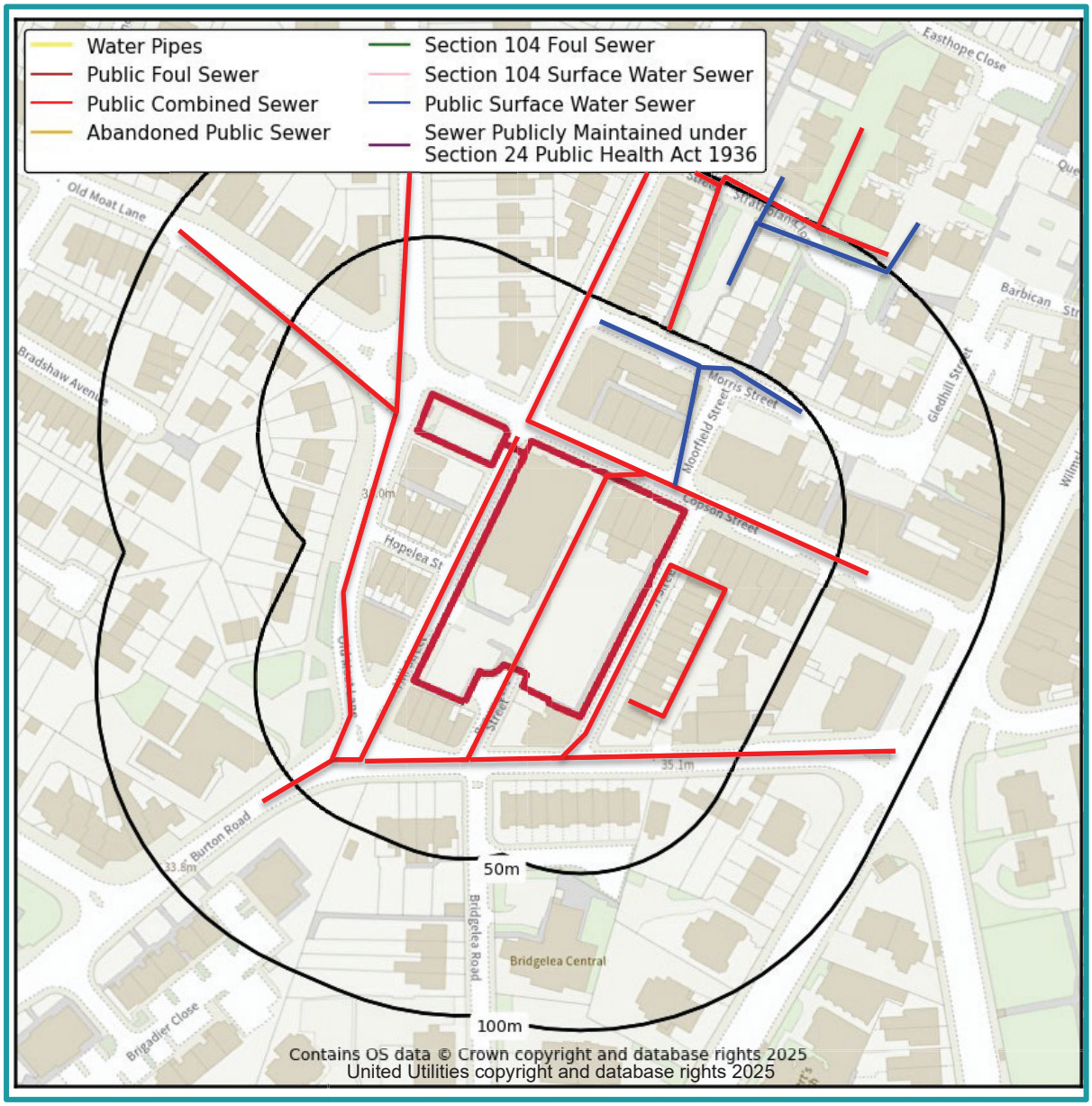
Plate 9 – Rear Elevation and Service Yard . This will become a communal area for the two units . All plant and equipment will be removed . A fire exit door for unit B will be provided (arrowed red)

Plate 10 – Service yard .Waste will be stored in a dedicated secure store .

APPENDIX II

SEWER INFORMATION

Figure 7. Sewer features map (OS & United Utilities, 2025)



GeoSmart has undertaken an assessment of the location of sewer features within the vicinity of the Site. There is a public combined water sewer, located within the Site boundary, and a public surface water sewer is located c. 10 m north of the Site; therefore, discharge to sewer is likely to be appropriate.

Further analysis of the connections and condition of the public surface water drainage system should be undertaken by carrying out a CCTV survey or by contacting the drainage provider or the Local Council to confirm the presence, location and condition of the sewer. Consultation with the drainage provider would also be required to determine that sufficient capacity is available to accept the proposed discharge, and to gain permission to connect if required.