

CANNON CLARKE
GROUP

1004 Stockport Road, Manchester M19 3WN

DESIGN, ACCESS & PLANNING STATEMENT

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Rev:A 17.04.2026 – Omission of external works to side

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1. Introduction & Site Context

Site Address: 1004 Stockport Road, Manchester M19 3WN

Proposed works: External alterations to form a Class E use space (shell & core for future tenant) including installation of a new shop-front, separate access from Stockport Road to the accommodation above, outdoor terrace at the gable side with retractable awning, emergency escape via the existing rear doors, upgrade of accessibility (ramps, assisted opening), illuminated signage above the shopfront, non-illuminated first-floor gable signage.

Existing building/occupancy:

The building has previously been occupied by a funeral service from 2018. From circa 2020, Rightcover Insurance took occupation under ASA Investments property management. It is believed that the property has been vacant for over 12 months. The proposal is for minimal internal alterations; the unit is to be offered as a shell & core opportunity for future tenant fit-out.

Access/servicing/refuse arrangements:

The proposals include separate access from Stockport Road to the upper-floor accommodation (above the commercial unit). Refuse collection via the existing arrangement: brought to the roadside on collection days via the rear alleyway. The application includes an outdoor terrace which sits on the gable side of the building; the terrace will have grey-painted brick with toughened glazed panels above, plus a mechanically-retractable durable fabric awning.

Development aims:

To modernise the frontage and improve accessibility (shop-front replacement, assisted doors, detachable ramps) to meet current standards (including Approved Document Part M for access to and use of buildings in the case of the external works to an existing building). The proposals will provide an attractive tenant-opportunity (shell & core) thereby improving the economic viability of the property, encouraging use and preventing prolonged vacancies, and contributing to the vibrancy of the local shopping parade on Stockport Road.

The proposals will enhance the building's external appearance and bring forward a high-quality elevation treatment in line with other national retailers, while respecting the surrounding built form.

2. Planning History

A search of the publicly-available planning registers indicates the following relevant history for this address:

Application 139308/FO/2024 at 1004 Stockport Road: Erection of two-storey side and rear extension to existing offices, elevational alterations and installation of rear dormer. Validated 29 February 2024. The application was refused. (<https://pa.manchester.gov.uk/online-applications/>)

There are no records found for earlier granted or refused planning permissions at the address for the type of works proposed (i.e., new shopfront/terrace).

Nearby properties on Stockport Road (for example 1018 Stockport Road) have had relatively recent applications (e.g., 134903/FO/2022). Which was refused

Implications for this proposal. In the recent refusal in 2024 it highlights that large extensions have not been supported by Manchester Council, suggesting a need for careful justification of external works.

As the property is vacant, the reuse aligns with objectives of re-use of previously developed land, economic vitality and preventing vacancy.

The absence of earlier permissions for these specific works means the new scheme must clearly demonstrate conformity with design, access, and land use policy.

3. Proposed Development Description

Shopfront & frontage alterations:

The proposal includes the replacement of an existing traditional bay-window frontage with a modern powder-coated aluminium glazed entrance system. The new system includes assisted opening (automatic or powered doors) to improve accessibility. Above the new shop-front there will be an illuminated sign—justified as part of standard practice for a commercial frontage, subject to illumination conditions. The first-floor gable area will include signage which will be non-illuminated.

Access & servicing:

Separate access from Stockport Road to the upper-floor accommodation above the commercial space will be provided. Detachable ramps will be provided at the shopfront entrance to meet accessibility standards for an existing building. Refuse collection remains via the existing rear alleyway arrangement.

4. Design & Access Justification

Access (Approved Document Part M) – Existing Building The works relate to an existing building, and the guidance in Approved Document M (Access to and use of buildings) is relevant. The new shopfront will incorporate assisted opening doors—improving accessibility for all users. Detachable ramps ensure level access, supporting inclusive design. The separate access to the upper floors allows independent occupation.

Design – Layout, Scale, Appearance

Located on a busy commercial road, the proposal modernises an outdated frontage, enhancing the visual character of the parade. The design is limited to the principal elevation and remains proportionate and appropriate to its context. Signage is proportionate and contextually appropriate.

Use & Viability

Re-use of the vacant building as a flexible Class E unit supports the Council's objective of active local centres. Bringing the property back into use will increase footfall and local employment, aligning with regeneration aims.

Access/Servicing and Sustainability

Servicing remains via the existing alleyway. Public transport links are excellent along Stockport Road, promoting sustainable access. Re-use of an existing building reduces embodied carbon and

supports efficient land use.

5. Planning Policy Assessment

National Planning Policy Framework (NPPF)

Relevant sections: Paragraphs 7–8, 80, 85, 120(c), 126–134. These support sustainable development, town centre vitality, and good design. The proposal aligns with these by reusing a vacant building, supporting economic vitality, and improving design quality.

Local Plan / Development Plan Policies – Manchester City Council

Relevant policy documents include:

Core Strategy 2012–2027 and Addendum 2024 “Places for Everyone” Joint Development Plan (GMCA, 2024)

Key policies: SP1, CC10, EC1, DM1, EN2. The proposal reuses brownfield land and promotes accessibility, enhances local business and service user vitality, and supports economic activity, all of which are consistent with the policy aims.

6. Justification Summary

The building’s vacancy and visible decline justify investment and reuse. The modernisation improves visual amenity, accessibility, and commercial appeal. The terrace and upgraded shopfront contribute to street-level activation and improve the character of the parade. The scheme aligns with national and local policy, supports sustainable reuse, and poses no adverse impact on amenity or servicing.

7. Implementation & Delivery

The development will be completed as shell & core by prospective tenants. Construction will ensure upper-floor access first, minimise disruption, and maintain waste collection. Detachable ramps and assisted doors will be compliant with Part M. Signage will follow illumination standards and avoid light spill, and should the application be supported, type and lumens should be agreed by condition given the flexibility required for the prospective tenant. The construction works will require minimal hording to Stockport Road, following a site inspection, the existing pavement provides a minimum of 2m pedestrian zone during works. Environmental management for dust and noise control will be provided. Materials deliveries can be loaded and unloaded from the adjacent side street. A construction phase plan should be provided under HSE requirements.

8. Summary

The application promotes the re-use of a vacant building, supports regeneration and economic vitality, and improves accessibility (ramps, assisted doors) delivering inclusivity. The high-quality modern shopfront enhances character and local appearance. The simplified scheme removes previous constraints relating to highway land and ensures deliverability without the need for stopping up procedures. Retention of refuse strategy ensures operational continuity. The proposals complies with local and national planning policy for sustainable, accessible, high-quality design.

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