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DESIGN AND ACCESS STATEMENT

PROPOSED CONVERSION OF PART OF GROUND FLOOR RETAIL SPACE TO FORM A 2-BEDROOM FLAT
AT 78-80 MAULDETH ROAD WEST, MANCHESTER M20 1AB

May 2026

INTRODUCTION

This statement has been prepared in support of a full planning application for the conversion of a retail space into 1-bedroom flat at ground level on behalf of the owner of the property.

SITE

The site is located 4 miles south of Manchester City Centre, just off Wilmslow Road, which is one of the main arterial roads leading into the inner city.

The site for this application lies on the corner of a row of shops along Mauldeth Road West. These shops include a barber, a betting shop and a small bakery. The area around the property consists mostly of residential housing that is in growing demand. The shop overlooks a row of housing on the opposing side of Mauldeth Road West.

The building is mixed use retail and residential. Part of the ground floor is used as a carpet shop, McCorkell's Carpets. The other part of the shop was already converted into 2no. flats, in line with Planning Permission ref. no. 122746/FO/2019 approved on 14th March 2019.
The floors above the property have also been previously converted into 6 flats which are accessed through doors from the front and back of the property (labelled stairs on the 'Existing Ground Floor Plan'). The client also owns the space at the front of the property for vehicular access and parking for customers of the business.

PROPOSAL

With values dropping within most high streets due to internet shopping our client has decided that it would be more beneficial to further reduce the size of the commercial space. The proposal is to convert part of the shop to the rear of the shop into a 2-bedroom flat and retain the front part as a smaller carpet shop.

DESIGN

USE

Ground floor of No. 80 Mauldeth Road West is currently used as a carpet shop. The proposal is to convert part of it to the rear into a 2-bedroom flat and keep the front section as a smaller carpet shop.

The ground floor of No. 78 has been already converted into 2no. 2 -bedroom flats, which are accessed through the side and rear of the property as part of previous Planning Application ref. no. 122746/FO/2019 (approved on 14th March 2019). The site is well served by regular bus services at Wilmslow Road into the city and is within walking distance of the Metrolink station enabling this property to be suitable for people working within the city centre. The client is aware of the demand in the area as he has already been letting 8 flats in the same building, including above the carpet shop, which was also a driving force behind this proposal.

AMOUNT

The existing ground floor retail space is too large for the current market, especially considering low demand for such retail spaces. The proposed 2-bedroom flat comfortably fits within the ground floor of number 80 accommodating all essential modern amenities. The flat adds to a mixture of residential accommodation available in the area, the area which predominantly consists of semi-detached and terraced housing.

LAYOUT AND DESIGN

The living room, dining area and bedrooms have been positioned to enable natural ventilation and lighting via windows and opening roof lights to these rooms.

APPEARANCE

The design of the apartments' exterior has been designed to match and blend in with the existing buildings materials and style of the previous

Planning Permissions and the exterior of the proposal will have the same aesthetic and external matching materials.

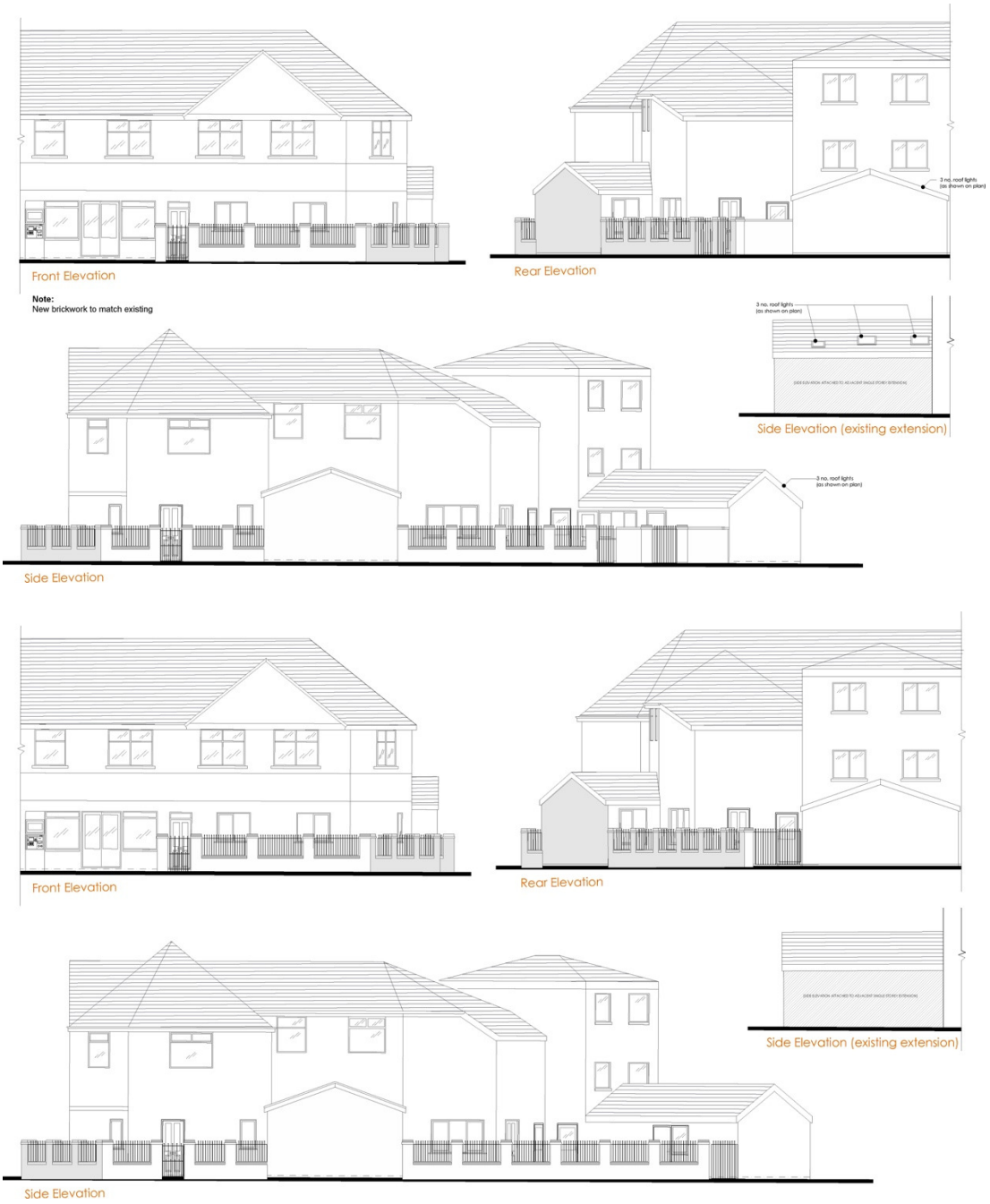


Fig4 – Elevations – proposed (above) and existing (below)

ACCESS

Access to the flat will be from the existing rear courtyard, at ground level with ramped access and level threshold. Disabled access is provided for as required by part M of the building regulations both internally and externally.

SUSTAINABILITY

The site is very well connected via public transport with multiple bus routes passing nearby every 2 minutes, connecting to the city centre in just over 20 mins.

The site is also within a 15 minute walk (based on average walking pace) of the West Didsbury and Burton Road Metrolink stations that connect to Manchester city centre and to Manchester Piccadilly railway station providing access to more distant locations.

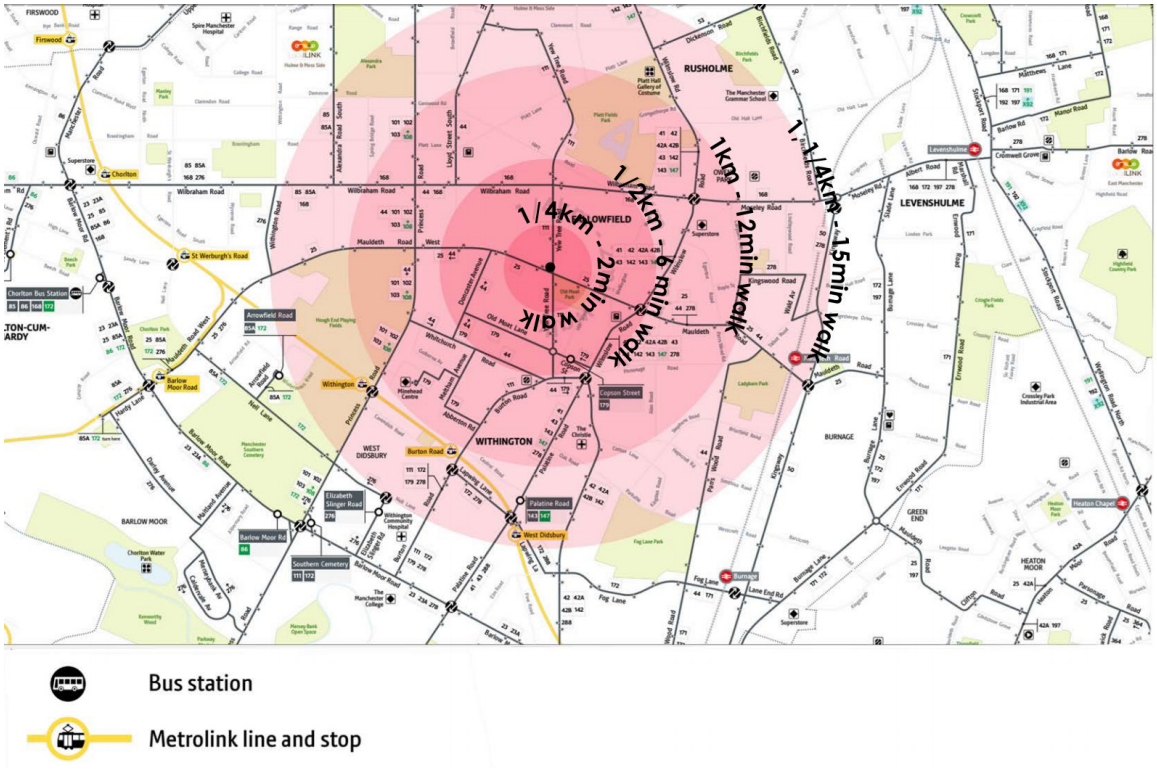


Fig.6 Manchester public transport diagram Metrolink map

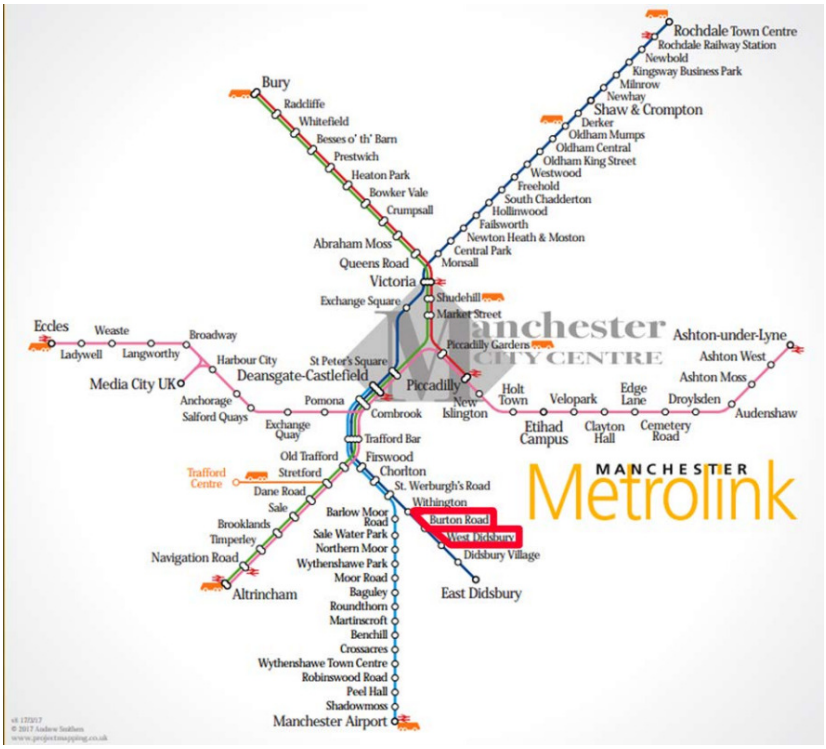


Fig.7 Manchester Metrolink map with the nearest two stations Burton Road and West Didsbury

Behind the building there is a walled patio with part of the area already used for bin storage for the existing flats. Additional set of bins for the proposed flat would be located there along with a separate area for the shop waste bins. Low energy light bulbs will be installed throughout the flat to reduce energy usage. Building materials and construction workers will be sourced locally where possible to reduce the carbon footprint of the construction.

CRIME IMPACT ASSESSMENT

The entrance to the proposed flat is positioned within the courtyard which is overlooked by the other flats for surveillance and security providing a secure defensible space. All new windows and doors will be provided with locking mechanisms as required by 'secured by design' requirements.

CONCLUSION

This development proposal enables redundant retail space to be converted to residential use to assist with the supply of housing. It has been carefully designed to accord with local and national planning policy to achieve a quality environment that will be in keeping with the local character.