

DESIGN AND ACCESS STATEMENT

APPLICATION FOR PLANNING APPROVAL FOR THE ERECTION OF SINGLE-STOREY REAR EXTENSION WITH INSTALLATION OF FLUE, REMOVAL OF EXISTING DETACHED STORE AND CREATION OF TWO PARKING SPACES

90 New Road – ‘Bake ‘N’ Butty’

Dearnley
Littleborough
Rochdale

OL15 8NL

SITE

The application relates to a mid-terraced commercial property fronting the A58. [New Road] in Littleborough. The property occupies a central position within the established shopping parade which includes a variety of retail uses.

The late nineteenth century cottage is traditional in appearance and the external walls and roof are faced in natural stone and concrete tiles respectively.

The nearest residential properties are located on Crowther Court which occupies a parallel layout on the eastern side of the shopping parade, and to the north of the site are the terraced properties on James Street which occupy an elevated position in relation to the application site.

PRINCIPLE OF DEVELOPMENT

The existing preparation and kitchen facilities are extremely small in area and therefore inadequate for the scale of the takeaway/cafe business. Four members of staff are currently working in a restricted space.

The proposed ‘modest’ increase in floor area will permit a redesigned kitchen layout commensurate with the size and scale of this established business.

AMOUNT OF DEVELOPMENT [in square metres]

Ground Floor - existing gross internal floorspace **33.82**

Store - existing gross internal floorspace **15.02**

First Floor - existing gross internal floorspace **23.71**

Total [Existing] 72.55

Ground Floor - proposed gross internal floorspace **53.31**

First Floor - [to remain as existing] **23.71**

Total [Proposed] 77.02

Nett additional gross internal floorspace following development **4.47**

HOURS OF OPENING

Monday to Friday – 07.30 to 14.00 hours

Saturday – 07.30 to 14.00 hours

Sunday and Bank Holidays [closed]

DOCUMENTATION CHECKLIST

- 01 Application for Planning Permission
- 02 Certificate of Ownership – Certificate B
- 03 Location Plan [1:1250]
- 04 Existing and Proposed Site Layouts [1:200]
- 05 Existing and Proposed Floor Layouts [1:100]
- 06 Existing First Floor Layout [1:100]
- 07 Existing and Proposed Elevations [1:100]
- 08 Proposed Site Plan [Rear Area Only]
indicating boundary treatment [1:100]
- 09 Existing and Proposed Longitudinal Site Sections [1:200]
- 10 Survey of Existing Roofing Materials – No's 100 to 86 New Road
- 11 Design and Access Statement
- 12 Heritage Statement

PROMINENCE

The extension would not materially increase the building's prominence in the streetscape as the proposed development is located at the rear. Due to the raised rear garden area the proposed extension and the relocated store would have limited impact when viewed from James Street.

DESIGN

Careful attention has been given to the design and choice of materials to integrate the new extension into the existing property ensuring it is complimentary in scale and appearance.

SCALE

The proposed extension would not result in disproportionate additions over and above the size of the original building.

It is considered that the proposed rear extension would not significantly alter the scale of the building/site as it would be subservient to the existing building with overall dimensions as shown on the proposed ground floor layout.

LANDSCAPING

The creation of two off-street vehicle parking spaces accessible from James Street and this area would be surfaced in permeable material, with a porous

sub-base, to control and reduce rainwater runoff onto the public footpath/highway.

APPEARANCE

As illustrated on the existing and proposed floor layouts and elevations which form part of the planning application.

The external walls would be finished in red facing brickwork and the 'cat slide' pitched roof would have grey concrete roof tiles laid to a pitch similar to the existing main roof. All materials would match existing in both colour and texture.

The extension has been designed to complement the existing massing and roof configuration, it is small in scale, of simple design and unobtrusive - a subsidiary element to the original building.

The proposed single-storey rear extension would be discreetly sited, being at a much lower level than James Street - with only the roof visible from that vantage point.

It is considered that this modest extension will not materially increase the building's prominence and would not adversely affect the character of the area.

ACCESSIBILITY AND PROVISION FOR PARKING

In consideration of the Council's Schedule of Parking Standards and UDP policies....

- [a] The location of the development and the appropriateness and feasibility of providing parking provision within that location;
- [b] Access to other transport modes;
- [c] The availability of other convenient and safe off-street parking;
- [d] The availability of unutilised on-street parking capacity and the ability to accommodate parking without harm to visual amenity or pedestrian/road safety:

UDP policy S/7 advises services outside designated centres should be permitted provided that:

- [c] It will be suitably located in terms of access by foot; and
- [d] It will not unduly affect the amenity of nearby residents or other uses. by reason of noise, traffic generation and hours of opening.

Furthermore, the site is located on a classified road which has good public transport links with a bus stop located approximately 60 metres to the east of the site and another bus stop almost directly opposite the site on the opposite side of the road. There is also a local consumer base in the residential areas close to the site.

The development will afford off-street parking for two vehicles, [where presently there are none] and there is an existing designated on-street parking area in front of the site, which adequately services the other premises in this commercial terraced block.

CONCLUSION

The development would have no undue impact on surrounding uses by reason of visual impact, scale, noise or any other nuisance and would not harm local residential amenity.

The facility would occupy a sustainable location fronting the A58 and would be accessible to the community it is intended to serve by modes of transport other than private car.

Adequate car parking is available in the vicinity in order to serve the use and the proposal would not generate a degree of additional traffic which would be detrimental to the safe and efficient operation of the highway network or substantially increase congestion in this locality.

The proposed development would secure an appropriate and viable use for the building and is therefore in accordance with the requirements of the Unitary Development Plan policies.

27 February 2023