



Design & Access Statement

Project: Conversion of an existing 2 storey bank premises, into 2 self-contained commercial units on the ground floor and 4 self-contained residential units on the first floor.

Location: 27 Long Street, Middleton, Manchester, M24 4TE

Date: November 2025

Introduction

This design and access statement has been submitted in support of the planning application to convert an existing vacant premises, last used as a bank, into 2 self-contained commercial units on the ground floor, within Use Class 'E'; and convert the first-floor office accommodation into 4 self-contained residential units, 3 one-bedroom apartments and 1 two-bedroom apartment.

The rear car parking area will be reconfigured, to provide a dedicated car parking space for each residential unit; and 2 dedicated car parking spaces for each commercial unit. There will also be dedicated bin store for the residential and commercial use. A bicycle store will also be provided as part of the reconfigured rear parking area.

Site Analysis

The proposal site is in the centre of Middleton Town centre, north of Manchester. The site is located between Long Street and Water Street. The frontage being along Long Street, with the rear car parking area accessed off Water Street.

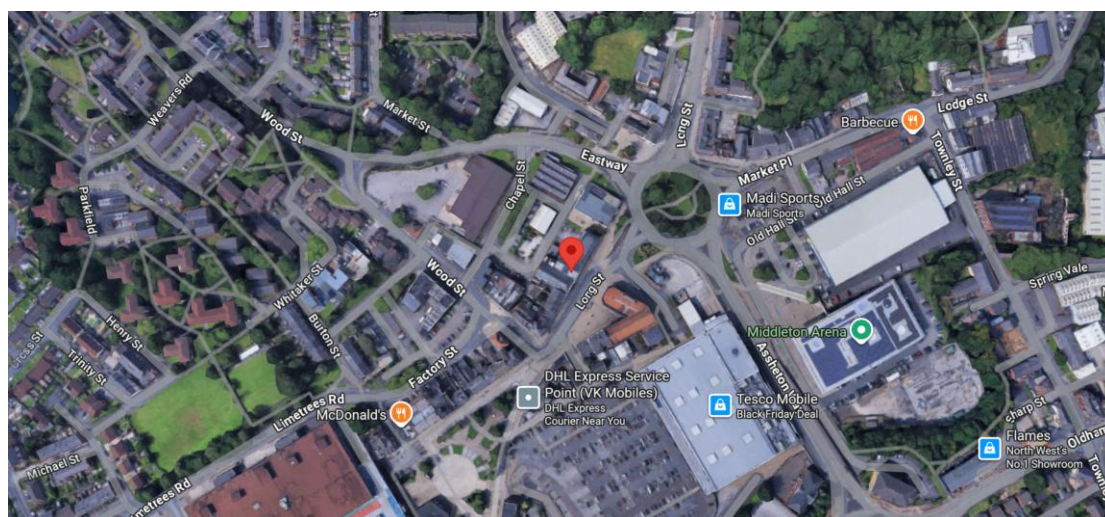
The buildings around the proposal site are main commercial use, ranging from betting shops to take-away and other services, associated with a town centre location. There are several properties adjacent to the proposal site, which have commercial use on the ground floor and residential accommodation on the first and second floors.

The existing building on the proposal site is a two-storey commercial building, previously used as a bank, by Barclays. Barclays shut this branch down in early 2023, and the building has been vacant since then.

The existing building has been marketed as a commercial office space for almost 3 years, unfortunately there has been no interest to lease the premises as an office accommodation.

There is also a large Tesco, supermarket, within a 2-minute walk from the proposal site. As well as local amenities, the site also benefits with good public transport links, there is a bus stop across the road from the proposal site, the Eastway Bus Stop; the following bus services are available from this stop, 17, 17A, 18, 129, 163 and 415.

The proposal site also benefits from easy access to M60 ring road, via the Manchester New Road.



Google Aerial View of the proposal site and the surrounding area.

Existing Building

The existing building on the proposal site is a red brick building, with feature arched shop front windows on the ground floor to the front and side elevations. The first-floor windows are narrower, floor to ceiling windows.

There are some distinct brickwork features within the façade design, firstly, there is a 4-brick wide soldier course between the ground and the first floor. The arched windows on the ground floor also have a feature surround which protrudes past the rest of the brick wall.

The eaves detail to the building is also of some note, this is approximately 1200mm high, dark grey pressed aluminium, with incorporate the eaves gutter. This detail continues around the front, side and rear elevations of the building.

The roof design is a mansard type roof, with the pitched elements of the mansard roof, being finished with natural slate finish, to fit in with its surrounding area. The flat element of the mansard roof appears to be a bituminous flat roof covering felt.

On the ground floor there is a single entrance for the public from Long Street, into the reception area. The office area to the first floor can also be accessed from the entrance reception area, without having to go through the ground floor accommodation. There is a private door from the ground floor leading to the rear car parking area.

The existing first floor of the building consists of cellular offices, an open plan office area, a staff room and male and female toilet facilities. There is an escape door to the rear elevation, which allows egress via a metal staircase to the rear area of the proposal site.



View of the existing vacant bank building.

Design Proposals

The proposal is to convert the ground floor of the existing building into 2 smaller self-contained commercial units, within the Use Class 'E'. Each unit will have its own new entrance, which will be created by changing two of the existing arched windows to the ground floor, to allow a level access door. The existing structural opening will not need to be enlarged or amended, thus not affecting the elevational design of the existing building.

Each commercial unit will have a tea point and an accessible WC, to comply with building regulations. We will also be providing 2 dedicated car parking spaces to each unit, within the rear car park area.

The first floor of the existing building, we are proposing to create 4 self-contained residential units; there will be 3 one-bedroom apartments and 1 two-bedroom apartment. The residential units have been designed to comply

with the Technical Housing Standards – nationally described space standards. The existing entrance into the building, will used as the new entrance to the first-floor residential accommodation. Each residential unit will be allocated a car parking space in the rear car parking area.

The rear car parking area will also accommodate two separate bin storage areas, one being for the residential units, which will accommodate 4 wheelie bins, each bin with capacity of 1100 litres. The commercial units will have a 1100 litre wheelie bin for each unit, stored towards the rear access door from the ground floor to the rear of the building.

We have also created a space for a bicycle store to the rear of the proposal site, this can accommodate 4 cycles, should anyone require this facility.

Utilities Statement

The ground floor commercial units will have their own metered electric and water supplies; should a tenant require gas for their intended use, then the tenant would need to apply for this themselves directly to the utility company.

The 4 residential units will have separate electric and water supply to each unit; each residential unit will be metered individually. There will not be any gas supply to the residential units.

The waste from the proposed development will be connected into the existing drainage on the proposal site.

The proposed change of use would not increate any rainwater run-off from the site.

Servicing Strategy

Servicing to the proposed ground floor units can be carried out either from the rear car park area, off Water Street or from Long Street, for quick small parcel delivery.

Site Waste Management Plan

The proposed development will incorporate 2 separate bin storage area to the rear car park area. The larger bin storage area will be dedicated to the first-floor residential units, this area will accommodate 4 wheelie bins, each bin with a 1100 litre capacity. One bin will be for general waste, one bin will be for paper and cardboard recycling, the third bin will be for plastic, metal and aluminium recycling and the last bin will be for bio-degradable food waste. The 4 apartments will share the 4 wheelie bins, giving each apartment a capacity of 275 litre for each type of waste and recycling.

The ground floor commercial units will have a 1100 litre wheelie bin each, we have not allowed for any separate recycling bins for the commercial units, as at this stage we are not aware of the type of businesses that may lease these units.

The occupants of the commercial units can easily access their bins via the access door on rear elevation of the building, which leads directly to the rear car park area.

The residential occupants can access the bin via a short walk around the building; their bin storer is located adjacent to their car parking spaces, this allows them to take the refuse and recycling out when they are heading out to their cars.

The bins will be collected by a private contractor, who will have access to the secure bin store for the residential units. The bins for the commercial units will be located just behind the bicycle store.

Accessibility

We have designed the new entrances into the ground floor commercial units to have a level access. The first-floor residential accommodation will not have a lift access as it would not be feasible to install a lift into the existing building.

Wherever possible, the proposed change of use will comply with all applicable parts of the Approved Document M and take on board the recommendations of the Equality Act 2010.