



October 2017

Development Management
Planning and Strategic Transportation
Civic Centre 4
Much Park Street
Coventry CV1 2PY

Ref: AN/AMA/290

DESIGN AND ACCESS STATEMENT

Retrospective application: Change of use of lower ground floor storage to A5 hot food takeaway ancillary to PGR restaurant at upper ground floor, new shop front, canopy and outside seating area.

Application Site: Lower Ground Unit Fronting Hales Street - R7-R8, Priory Place Fairfax Street Coventry CV1 5SQ

1.0 Design Statement

1.1 Overview of existing scheme

The design statement and accompanying planning application are for change of use of the lower ground floor storage area to hot food takeaway and retention of shop front, canopy and outside seating area on part of pavement. The proposal is part of PGR restaurant on the upper ground level.

PGR restaurant is two units forming the ends of a series of 5 terraced commercial units of mixed use, with residential flats above.

The application site was a small storage unit part of PGR restaurant, on rear lower ground floor fronting Hales Street in the City Centre.

The proposal is to retain the recently developed hot food takeaway outlet as an ancillary to PGR restaurant in order to increase sale and attract more customer for the upper ground restaurant. The unit is situated such that the outside seating will be well within the design concept of the street scene and the surrounding shops.

1.2 Use

The premise occupies a prominent position within Coventry City Centre and has recently undergone internal renovation for transformation into a trendy small unit with a completely new concept, serving kebab wraps (see Menu) and first of its kind in the city of Coventry. The design of the unit has been praised by customers and those who just simply pass through. The whole set up appears to blend in extremely well with the rest of the neighboring shop front.

All food preparation and storage is carried out within the main upper ground floor restaurant and the menu is restricted to serving of a few wrap meals only.



1.3 Layout

The current development will remain unaffected. The existing main front access, rear and side fire exit routes will remain unchanged and will not be affected. The Hales Street shop front comprises of a transparent full height glass windows with a right hand single door as main front entrance.

We believe recently developed unit with outside seating explained above has an architectural feature blending well with the surrounding buildings and in line with the recent and ongoing redevelopments within the city Centre. A number of adjacent units are currently vacant; we believe such design concepts should be encouraged in order to create a vibrant atmosphere attracting more people to the units fronting Hales Street and helping to raise the level of shop occupancy in this area.

This particular food outlet because of its size and unique design with a new concept has provided customers with a completely new and different choice, so far since its opening in September, it has made a positive contribution to the overall role of the Centre.

The means of escape of the upper ground restaurant will remain unaffected and will be through the front entrance and the side fire exits.

1.4 Scale

In general, there is no change in the scale of the building except the modification mentioned in 1.1. The access / egress to the building will not be affected or jeopardised by retention of existing scheme

1.5 Appearance

Existing shop front will remain unchanged and the presence of outside seating with its canopy will not affect the appearance of the front elevation in Hales Street, except those explained above in 1.1.

1.6 Landscaping

There is no landscaping work on the application site except the existing planters.

2.0 Access Statement

The application site is located in an area of the city with ample car parking facilities in the close vicinity of the site and this is not affected by existing scheme.

In general, the proposal will not affect the existing access routes. Main access will be from the shop front and is a pedestrian only access. Vehicular access through the side of the property for loading offloading will remain unchanged. The proposed development does not affect access of neighboring properties. Overall, there is no impact to the existing access layout and public transport.



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