

## DESIGN & ACCESS STATEMENT

In Support of Design for

Minor external alterations and internal accommodation rearrangement forming two number two-bedroom first floor flats

At

258A London Road  
Waterlooville  
PO7 7HG

For

Mr C Fan  
258A London Road  
Waterlooville  
PO7 7HG

On

24<sup>th</sup> October 2019



## 1 LOCATION

The property is located within the town centre to the southern side of London Road, Waterloooville. This is positioned in the retail area of Waterloooville which over recent years has been in decline. It has a number of retail premises with flats over at first floor level. Adjacent properties at 260-262 London Road and Louise Court are examples.

Immediately to the south-west of the application site is a public right of way for pedestrian access from the public car park to the south of the application site leading to London Road.

## 2 PLANNING HISTORY / PLANNING MATTERS

We have carried out a planning search on your website which has revealed the following history:

### 258 London Road

- i) Proposal: Alterations to front elevation to include new shop front for restaurant and separate entrance to first floor flat with secondary entrance to flat created to side (south-west) elevation and additional first floor window in north-east elevation - Ref: APP/14/01157 - permission granted 22.12.2014.

In-conjunction with above, the adjacent property at 260-262 London Road has the following history:

- i) Proposal: Erection of first floor structure on top of the existing roof to create 2 № two-bedroom flats and alterations to the shop front to allow access to the residential units - Ref: APP/18/00020 - permission granted 08.06.2018.
- ii) Proposal: Prior notification for change of use from retail use (Class A1/A2) or a mixed retail and residential use to C3 residential use for 3 № dwellings etc, Ref: APP/18/00733, permission granted 25.09.2018.
- iii) Proposal: Prior notification for change of use from retail use (Class A1/A2) or a mixed retail and residential use to C3 residential use for 2 № dwellings etc Ref: APP/18/00735, permission granted on 25.09.2018.
- iv) Proposal: Prior notification for change of use from retail use (Class A1/A2) or a mixed retail and residential use to C3 residential use subject to prior approval etc, Ref: APP/18/01245, permission granted on 04.01.2019.

Please note that planning consent in note i) above is being implemented, the construction of two number first floor flats to the rear of 260-262 London Road.

We are of the opinion that our proposals are in accordance with planning policies contained within both the Local Plan (Core Strategy) adopted March 2011 and Local Plan (Allocations) adopted July 2014. The site is within the Urban Area so the principle of development is acceptable. The proposals reflect what has been granted previously in close proximity to the application site.

We can confirm our clients will pay any necessary Developer Contributions as required by the Local Authority.

### 3 FLOOD RISK

We have carried out a search on the environmental agency website which has revealed the site is at a very low risk of flooding (less than 1 in 1,000, 0.1%).

### 4 SITE USE

The ground floor property, 258 London Road, is used as an Indian Restaurant (Red Rose Lounge), which is open 7 days a week, 52 weeks a year (apart from Christmas day and Boxing day).

The first-floor property, 258A London Road, is currently used as residential accommodation.

Our client, Mr Fan, has implemented the planning consent APP/14/01157, granted on 22.12.2014 which included a separate entrance/secondary entrance.

The total gross internal floor area of the first-floor accommodation = 163m<sup>2</sup>. The property benefits from two car parking spaces. Bin storage is located to the rear adjacent the restaurant kitchen entrance. Cycle storage is located in the large front entrance lobby to the flat off London Road.

### 5 PROPOSALS

Our client's proposal is to rearrange the existing interior layout to form more balanced accommodation (see plan layout existing and proposed), the existing separately accessible 1-bedroom accommodation taking in space from the 3-bedroom unit thus forming 2 no 2-bedroom units as per the proposal plan.

Flat 1 will have a gross internal floor area of 85.9m<sup>2</sup>. Flat 2 will have a gross internal floor area of 70.1m<sup>2</sup>. Both of these flats will have internal floor areas in excess of those required by 'nationally described space standards', 2 bedrooms 3-person occupation 61m<sup>2</sup>, 4-person occupation 70m<sup>2</sup> (1 storey dwellings).

Cycle storage to both flats to be provided in the large entrance lobby to flat 1. Refuse storage to be located adjacent the restaurant kitchen entrance.

### 6 THE DESIGN

The design inputs and thus resultant changes which concern the external alterations to the building are very limited indeed in their extent and distribution comprising the insertion of a roof lantern and the creation of an additional bin store to the rear.

The internal compartment wall forming the flat division is at a very convenient location between an existing bedroom and the existing kitchen. This enables the creation of two number reasonably sized flats with minimal construction activity. Flat 1 will include a large open plan living/kitchen with two bedrooms and a shower room. Flat 2 will include a separate kitchen, living room, with two bedrooms and a bathroom.

Each flat will have its own staircase which will discharge onto the public highway.

The large existing flat lobby will now be used as a communal cycle storage area for 4 number cycles (two for each flat as per council requirements).

Please note the current bin storage area will be used for Flat 1. We realise the travel distance to existing bin area exceeds the 30m distance permitted under Building Control legislation. We have discussed this with your Mr C Adams, Building Control, and as this situation is as per the original flat it will be acceptable. Flat 2 will have a new bin storage area created at the rear as detailed. This will be within the 30m travel distance from its entrance on the south-west elevation.

## 7 ACCESS & CAR PARKING

Access arrangements for pedestrians to the flats will be via the existing flat entrance off London Road and the existing flat entrance on the south-west elevation.



The current Supplementary Planning Document relating to car parking dictates a maximum standard of one car space per two-bedroom dwelling in the centre of WaterlooVille. Our scheme will provide two car parking spaces and cycle storage to the communal entrance lobby. As we are located in the centre of WaterlooVille with easy access to the bus transport system, we are in compliance with this policy.

There is a pay & display public car park to the south-east, car parking is free on bank holidays/Sundays and after 6.00pm.

## 8 CONCLUSION

This modest proposal does not increase the footprint nor volume of the existing accommodation and necessitates very few external alterations indeed and which when constructed have no detrimental effects on the amenities of neighbours and the locale in general. In essence, it represents a better use of existing space.

The construction work involved for the proposal is not significant and will cause no disruption to commercial operators.

Consent to the proposal would permit currently unbalanced residential accommodation to be transformed into 2 good sized flat units in the heart of Waterloooville. The proposal is considered as highly sustainable and reflects a need for economic modest accommodation in the heart of Waterloooville as well as part of a wider demand.

In considering the circumstances we consider that the granting of permission for such proposal should not be contentious and therefore respectfully submit that this proposal be granted consent.