

Design and Access Statement

264 London Road
Waterlooville
PO7 7HG



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Change of Use and new structure to accommodate 4no new residential flats.



January 2020

Section 1.0 – Instruction

1.1 Primmer Olds B.A.S have been instructed by the freehold owner as Architect/Agent in respect of developing a design for the Change of Use of the first floor storage area of 264 London Road to residential use, alongside a proposal to add new residential accommodation to the building.

Section 2.0 – Application

2.1 This document has been prepared as a Design and Access Statement to support the Full Planning Application.

Section 3.0 – Location and site

3.1 The application site lies at the southern end of London Road, on the south side of the street. **(Also Site Location Plan drawing)**

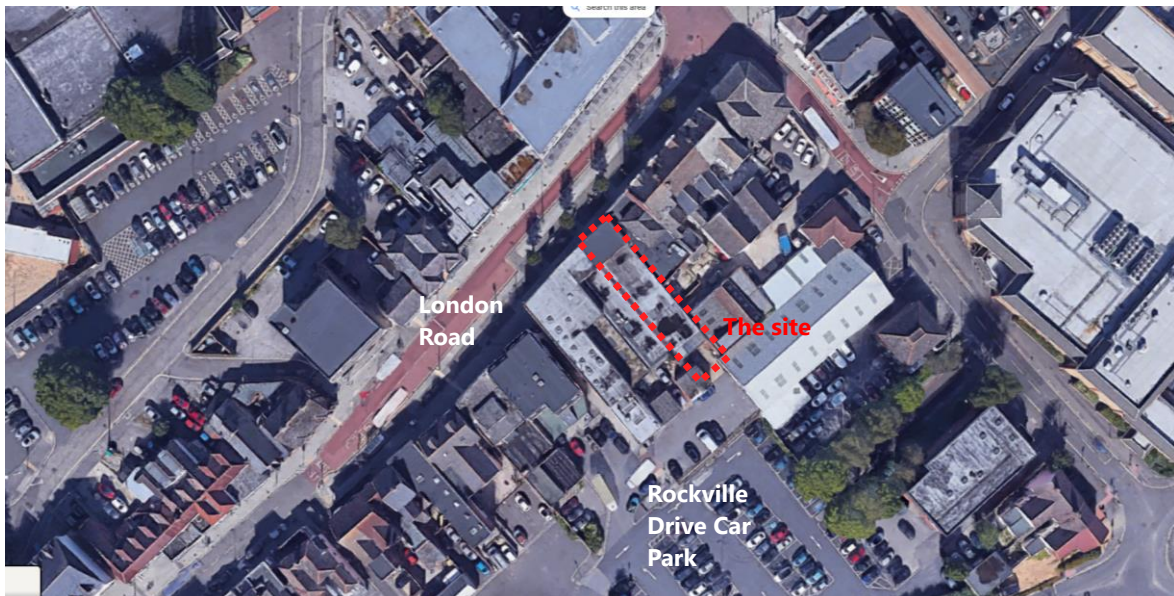


Image 1 – Site location map

3.2 The existing building on the site is not listed and does not lie in a Conservation Area.

3.3 There are no Tree Preservation Orders on the immediate red line site.

3.4 The site does not lie within any floodplain/high flood risk areas.

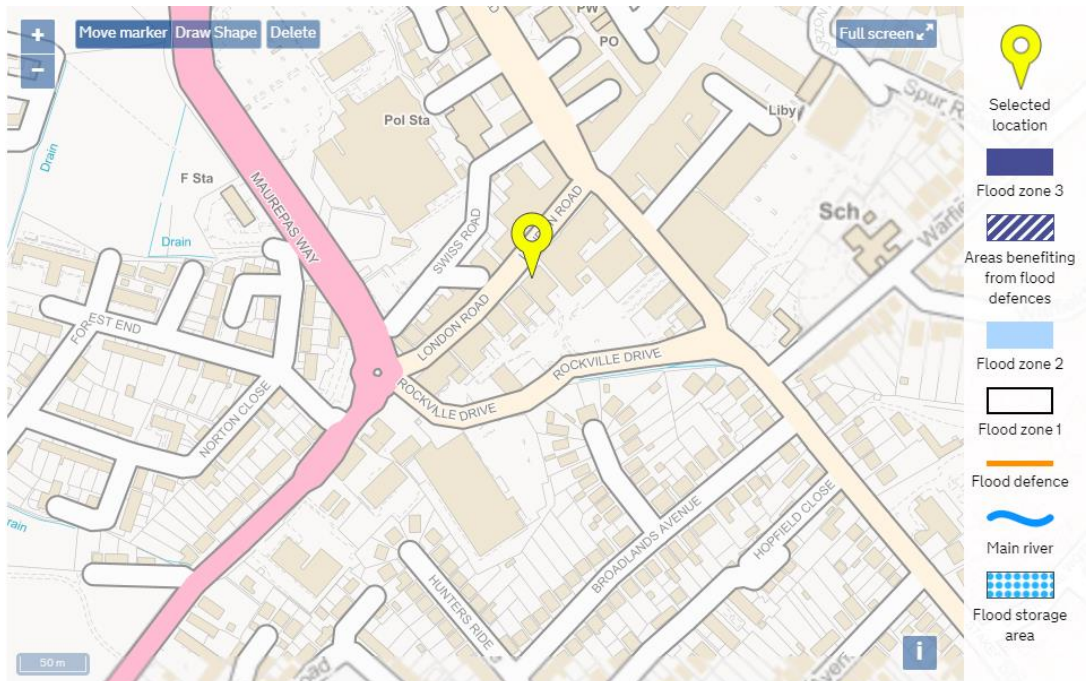


Image 2 – Environment Agency Flood Risk map

3.5 Surrounding buildings on London Road primarily present A1-A5 usage to the high street at ground floor level.

3.6 At upper levels a number of surrounding properties have been converted/retained as residential (C3) usage.

3.7 The property at 262 London Road has recently received consent and is being converted to provide 3no new flats.

3.8 The building currently operates as A1 usage and has a long term tenant, 'Bernardos' at ground floor.

3.9 At first floor the property has a large flat roof area and internal storage accommodation. Please note the only access to this first floor accommodation is from the rear and across the flat roof.

3.10 Unsurprisingly due to their compromised access, the storage is not utilised by the long term tenant.

3.9 There is a rear access to the property via Rockville Drive.

3.10 The rear side of the property provides a generous service access to the A1 retail unit, as well as a garage for car parking.

Section 4.0 Local Planning History

Application No.	Property	Decision	Details
APP/18/00020	262 London Road	Approved	Erection of first floor structure on top of the existing roof to create 2No. two bed flats and alterations to the shop front to allow access to the residential units (resubmission) (Approved 08/06/2018). Request to Discharge Condition No/s 3, 4 and 6 (16/04/2019). Request to Discharge Conditions 5 & 6 (14/10/2019).
APP/16/00963	Clock House, London Road	Approved	Redevelopment to provide 30No.new flats (19No. 1 bed and 11No. 2 bed flats) comprising demolition of 81C London Road and construction of 1No. three storey block to the front with commercial unit on the ground floor and 1No. three storey residential block to the rear together with the addition of a third floor roof extension to the principal frontage building; conversion of commercial space at first floor to residential; with associated minor alterations, car and cycle parking, refuse storage facilities and landscaping. (Approved 31.03.17). Request to discharge condition No's 1,2 &3 (25.07.18).
APP/19/01091	260 London Road	Approved	Internal reconfiguration to form 2No. 2 bed flats. Roof lantern to rear and associated bin store.

Section 5.0 Pre-Application Process and Feedback

5.1 A pre-application process has been undertaken and concluded in October 2019.

5.2 The pre-application proposal was made on the basis of 5no. flats being added to the site. The ground floor was proposed to be retained as A1 usage.

5.3 The proposal of residential units at upper storeys was in principle considered appropriate in a support role to the town centre. It was also acknowledged that the provision of additional flats would make a small but valuable contribution to the Council's housing requirements.

5.4 The addition of a mansard roof to the high street was considered to be appropriate on the provision that it is completed to a high design standard.

5.5 To the rear of the building a two storey 'extension' was proposed encompassing two flats. There were some reservations about whether this could be perceived as too much mass to the rear of the site, creating overshadowing to the residential amenity proposed to the north – and to the residential amenity already consented and constructed to 262 London Road.

5.6 Amenity space was raised as a key requirement for all new flats – whereby in the original pre-application proposal provided no amenity space for 'flats 4 and 5'.

5.7 Parking for any new accommodation was also raised as a key point of consideration moving forwards.

5.8 In responding to the comments raised above the design has been reviewed and the revised proposals aim to address the points of concern.

Section 6.0 – Proposals (also refer application drawings)

6.1 Overview

6.1.1 The applicants are looking to propose the following works:

6.1.1.1 the retention of the A1 unit at ground floor level

6.1.1.2 the addition of 4no. new flats at upper levels in the property, incorporating both the existing storage space at first floor and new build structures.

6.2 Amount

6.2.1 The front section of the property, at first floor, which currently houses storage space for the retail unit, is proposed to be converted to a single 2-bed flat split over two storeys through the addition of a mansard roof structure with dormer windows.

6.2.2 A further 3 new flats – comprising a 2 bed flat and 2no. 1 bed flats - are proposed at the rear of the property in a new structure that includes a single storey, that matches the size and location of the scheme already consented at the neighbouring 262 London Road, and a stepped second storey that reflects the mansard proposed to the front of the site and Louise Court, London Road in the wider street view.

6.2.3 The area between the two new 'sections' of development is proposed as amenity space for use of the flats. This area directly aligns to the amenity space consented and implemented at 262 London Road and also acts as a visual and massing buffer to the rear of 266 London Road.

6.2.3 The proposed second storey to the rear of the site has been considerably decreased in 'amount' from the pre-application proposal, to allow a significant step in massing to minimise any impact on the proposed amenity space.

6.2.4 In total therefore 4no. new flats are proposed on the site alongside the retention of the A1 retail unit at ground floor.

6.3 Scale

6.3.1 The existing London Road streetscene nearby to the site contains a mix of single storey, two storey and three storey developments. The addition of a mansard roof to the front of the property is therefore proposed to be in keeping with the immediate scale of the surrounding neighbours and will also help to soften the sheer contrast of the flat roof terrace frontage of 260-264 London Road to the three storey pitched roof properties to the north.

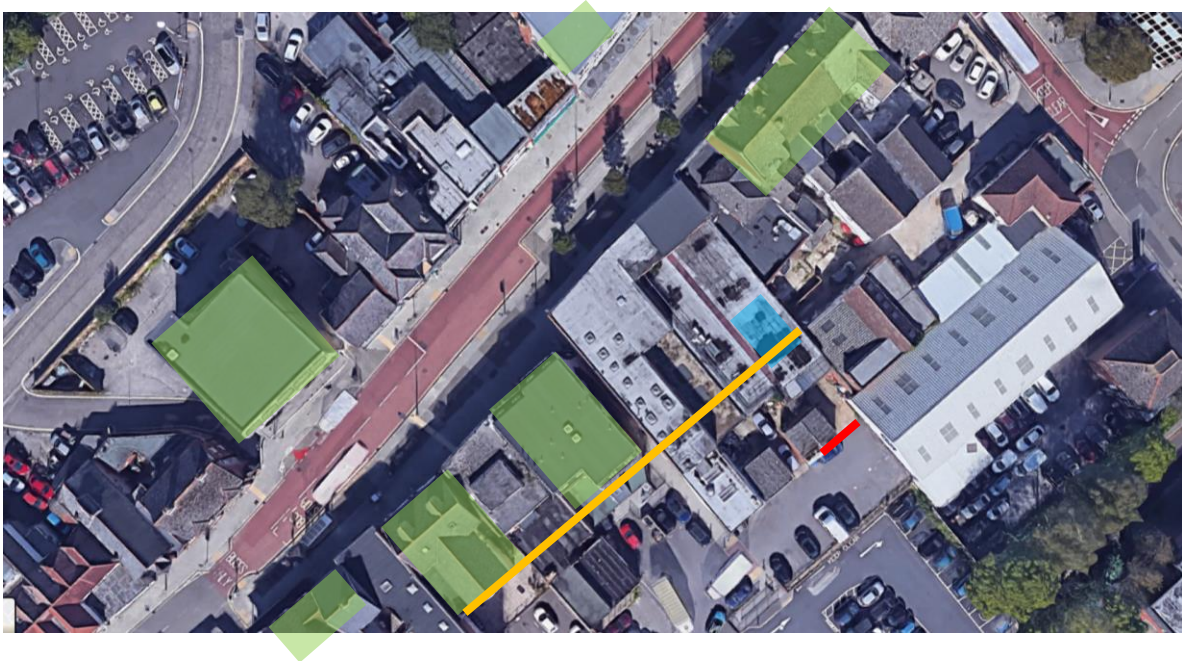
6.3.2 From the rear, (Rockville Drive side) a number of single storey, two storey and three storey developments exist (see image below)



6.3.3 Existing three storey buildings near to the site are highlighted green below.

6.3.4 The proposed location of the three storey development on the site is shown approximately in the blue area highlighted below. It can be noted this is a considerable distance (c.14m) from the rear of the site boundary (shown in red)

6.3.5 The extent and position of the proposed 3 storey element at 264 London Road can be seen to be in approximate alignment with the rear of Louise Court and 254 London Road (also 3 storeys) – refer the yellow line.



6.3.6 The scale and location of the proposed 3 storey element from the rear (Rockville Drive side) is therefore demonstrably comparable to surrounding properties.

6.4 Layout and access

6.4.1 The proposed layout of each of the flats is relatively conventional – with a corridor leading to living, bedroom and bathroom accommodation.

6.4.2 The flats proposed meet the nationally prescribed square metre area guidance for residential accommodation.

6.4.3 The single flat at the front of the site is proposed to be accessed from a new staircase from street level, adjacent to the existing retail entrance.

6.4.4 The three flats proposed at the rear of the site will be accessed from the rear, in line with the consented scheme at 262 London Road, and alongside other properties on the street. A new separate entrance and internal staircore are proposed to these properties alongside some minor internal works to retain welfare facilities to the retail unit.

6.4.5 Rear vehicular access to the property is proposed to be retained and this provides a route for bins and bicycles to be brought onto and off the premises. A new bin/bike store is proposed to the rear of the property to house the requirements for the new residential accommodation.

6.4.6 Aside from the minor alterations discussed above the retail unit is proposed to remain unchanged throughout the works and street access will remain unchanged. An accessway and loading area will be retained to the rear for deliveries.

6.5 Appearance

6.5.1 The mansard roof proposed to the front of the property is proposed to be finished in a replica slate, set alongside lead cheeked dormer windows.

6.5.2 Other minor works are proposed to the existing front (London Road) elevation at first floor level to lift the appearance of the property. New windows are proposed, with new weatherboard cladding between.

6.5.3 The rear section of the property is proposed to be constructed from matching brickwork at first floor level to tie in with the consented application at 262 London Road.

6.5.4 The stepped second floor to the rear is proposed to be finished in a dark weatherboard to remain consistent with both the top floor appearance of Louise Court and the new mansard roof at the front of the property, alongside darker slate roofs in the wider locality.

6.6 Amenity

6.6.1 All new residential accommodation on the site is proposed to have its own private amenity space.

6.6.2 Alongside this private amenity space, public amenity space is available in Jubilee Park within walking distance of the site, which is considered appropriate given the site's town centre location.

6.7 Car Parking

6.7.1 Under Havant's current supplementary planning guidance, table 4B for unallocated or shared parking for Waterloooville Town centre, the total parking requirement for the proposed 3no. 1-beds and 1no 2-beds would be 2.8 spaces.

6.7.2 The Rockville Drive car park lies adjacent to the site, with charges applicable 8am-6pm daily Monday to Saturday.

6.7.3 It is understood a season ticket can also be purchased for parking in this car park.

6.7.4 Given the city centre location, the fact one of the proposed flats is directly accessible off London Road, the nearby access to plentiful amenity and transport links, and in the interests of discouraging reliance on cars in such a location it is proposed this unallocated parking rate is applied to the development.

6.7.5 Two permanent car parking spaces will be supplied within the curtilage of the site for sole use of the residential units.

6.7.6 Furthermore a third space will be provided on the site for short stay residential visitors between the hours 9am-4.30pm (primary working hours). This third space will become a full stay parking for the use of residential owners between the hours of 4.30pm and 9am. This will allow the space to flexibly allow access to the retail unit during the A1 units working hours, which also coincides with the time residential owners are most likely to be out at work with their vehicles.

6.7.7 Should the residents require further parking a season ticket for the Rockville Drive car park can be purchased by the respective residents.

Section 7.0 – Relevant Planning Policy

Key relevant planning policy is understood to be:

Core Strategy:

CS4 - Town, District and Local Centres

CS9 - Housing

CS16 - High Quality Development

CS17 - Concentration of Development within the Urban Area

CS21 - Developer Requirements

DM10 - Pollution

DM13 - Car and Cycle Parking on Residential Development

Allocations Plan:

AL1 - Presumption in Favour of Sustainable Development

AL2 - Urban Area Boundaries and Undeveloped Gaps between Settlements

AL3 - Town, District and Local Centres

DM18 - Protecting New Development from Pollution

DM24 - Recreational Disturbance to SPAs

SPDs

i. The Borough's Design Guide

ii. Parking

iii. Developer Contributions.

Section 8.0 Conclusions

8.1 The application seeks to gain consent for 4no. new flats to the upper levels of 264 London Road.

8.2 The retail usage of the ground floor will remain unaffected as a result of the proposals.

8.3 Each new unit meets the nationally prescribed minimum area guidance, and will be provided with amenity space.

8.4 The proposal is therefore seen as a positive chance to provide new accommodation to the town, also assisting in meeting the Havant area's housing requirements.