

December 2018

DESIGN & ACCESS STATEMENT

Proposed change of Use to ground floor of
71 Forestside Avenue, Havant PO9 5ST.



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PLANNING STATEMENT

including DESIGN AND ACCESS CONSIDERATIONS

CHANGE OF USE OF PART (GROUND FLOOR) OF FORMER CLASS A1 (Shop) TO PROVIDE CLASS A5 (Hot food/Takeaway) INCLUDING INSTALATION OF REAR EXTRACT DUCT

71 FORESTSIDE AVENUE, HAVANT, PO9 5ST

Introduction

The applicants wish to introduce a new takeaway to the area (Forestside Avenue) with a particular regard to high quality internal décor & shopfront, to improve the current aesthetics. The proposed use will be complementary to the lack of eating facilities which are currently available in the local vicinity.

Prior to the application the property has been a retail shop owned by the applicants, but they have identified a market for a takeaway facility without losing the existing shop.

The first floor is currently vacant but used as offices and connected facilities for use by the shop and its staff.

The property has an overall width of approx. 9.37m to the rear and extending to 11.6m at the front with overall depth of approx. 21.3 m. The main road has no such facilities locally so the addition of a takeaway alongside the existing retail would seem a viable option. The applicant is confident that the proposed Class A5 (takeaway) with opening hours of 12:00 to 22:00 will introduce a new style of cuisine complimentary to the choice of refreshment currently on offer to the shopping public.

Its worth noting as the application drawings that the change of Use relates to only part of the ground floor.

The application proposal

The change of use from Class A1 (retail) to Class A5 relates only to the ground floor. To accommodate ease of access from the frontage for disabled persons level wheelchair access will be accommodated by a repositioning and replacement of a 1.10 m wide entrance door.

Drawing 8811 - 01 illustrates the proposed layout of the property with a front positioned servery viewed through the shop window with provision of a waiting area. The layout of the rear located kitchen will allow maximum preparation space by utilising the side walls for positioning the ovens, cookers, fridges and freezers.

The cooking process will require the installation of an extract duct which is illustrated on Drawing 8811 - 01 and to minimise its external visual presence the proposal is to follow its siting in a similar manner already present on the

rear of other takeaways. If considered necessary a planning condition requiring it to be painted matt black would not be opposed by the applicants.

Refuse and recycling storage facilities will be accommodated in the rear yard as previously used by the previous occupiers of the application property. The applicants will be arranging a private contract for collection.

Staffing levels

The applicants have indicated that the proposal will introduce employment for 3 full-time and probably 1 to 2 part-time during the first year of operation. At any given moment the restaurant should have at least 5 staff at the peak business time.

Proposed hours of operation

The proposed open hours will be linked to those to be set out in the applicants submission and are as follows:-

Monday to Saturday - 11:30 to 14:00 + 17:00 to 22:30
Sundays - 17:30 to 22:00

National Planning Policy Framework - NPPF

The NPPF whilst acknowledging the importance of development plan policies sets out strong guidance to promote sustainable development and in Paragraph 15 it is stated that

Local Plans should follow the approach of the presumption in favour of sustainable development. This guidance is continued in Section 2 of the NPPF - Ensuring the vitality of town centres. Section 4 of the NPPF - Promoting sustainable transport and in particular refers to the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

The submitted proposal respects the guidance of the NPPF by seeking to maintain the vitality and viability of the High Street as a District Centre and by reason of the location of the property will encourage customers to use public transport, cycling and walking to the ground floor commercial units.

Conclusion

The application property is located in the heart of a residential area functioning as a main transport route. The applicant believes the proposal is supported by Local Plan Review policies. The applicant believes that the proposed Class A5 use will introduce additional choice and variety of refreshment facilities available in the area and as such will be complimentary to the existing shopping attraction of the District Centre to local people and the visiting public.