

## DESIGN, ACCESS & PLANNING STATEMENT

Document Ref: A003

Application Site: 853 Dunstable Road, Luton, LU4 0HW

Applicant: Mr. Augustin Arul

Agent: Boscobelle Brockton

### INTRODUCTION

A. This statement accompanies a retrospective planning application for a Convenience store (under use class E). The aim of the proposal is to expand the Convenience store to create additional sales and bulk storage area

B. The proposed development has been designed with careful regard to the amenity of local residents, the functioning of the local highway network, and other important technical considerations within the site.

C. We believe that this Statement, and the other technical reports which accompany this application, demonstrate that the proposed development would be entirely acceptable in planning terms. It would comply with local and national planning policy requirements. As such, it would benefit from the presumption in favour of sustainable development, which directs that planning permission should be granted.

D. The proposed designs are in keeping with the aims and objectives to preserve the setting and architectural context of adjacent buildings. The relationship is maintained by choice of materials, alignment and massing in keeping with the neighbourhood's design context.

### AIMS

E. This Statement is set out in sections, to explain the proposed design development and the local context to which it relates. In broad terms, it considers the following matters:

- The need and justification for the proposed development.
- The ways in which the proposed development would comply with and support the aims of local planning policy requirements.

### SUMMARY

F. This report is solely in support of a Planning Application for 853 Dunstable Road, Luton. The project is for a single storey rear extension to a Convenience store to create additional sales and storage space. Demolition and infill of a garage door on the front elevation and the installation of a new personnel and Bulk Store door.

G. The application site is on the Western edge of Luton on the A505 Dual carriage way within the district boundary of Luton Borough Council.

H. The application site is not within a Conservation area.

I. The host building is a 1930's built semi detached, bay fronted residence that was converted some years ago to create a Convenience store ( under Use class A1) with ancillary accommodation at first floor. Externally the host building is a combination of Red brick at ground floor with pebbledashed rendered to the first floor. The roof is clad in Dark Grey plain tiles . There is a central chimney on the Party Wall line in the centre of the host house. To the side there is an attached garage which was co-opted and converted for the convenience store use some years ago.

# DESIGN, ACCESS & PLANNING STATEMENT

## 1.0 The Development

This statement has been prepared in support of a full planning application made on behalf of Mr Augustin Arul (hereafter referred to as the Applicant). The application proposes to modify the internal layout and create a new Bulk Store Door / Fire escape on the street frontage in combination with a single storey rear extension to house additional Sales area, Non Sales bulk store and Staff Amenity area.

The application proposals can be summarised as follows:

- Repair, refurbish and expand the commercial premises to form new Commercial and support spaces - including Staff room, Staff kitchen and WC and Bulk Storage area.

## 2.0 Context

The Application Site and host building sit outside of the Conservation area.

The site lies on the border between Dunstable and Luton along a busy trunk road and link to the National Motorway network. The neighbourhood is diverse in architectural styles though predominantly with types typical of those in the Interwar housing featuring pebble-dashed walls, recessed porches and timber detailing (inspired by the Arts and Crafts movement) with more modern housing types and interventions. The application site sits in a predominantly residential area with some Institutional Buildings (L&D Hospital) interspersed.

There is no history of Planning Consent having previously been granted on the Application site. The planning history of surrounding properties is however quite active. Adjacent is the Ainsland Court residential development. The majority of extensions in the area have been residential extensions with some commercial interventions.

## 3.0 Location

The application site is predominantly North North West - South South East orientation with its principle entrance fronting the dual carriageway A505 Dunstable Rd.

The host building on the application site is a two-storey brick built building with pebble-dashed render at first floor, polyester powder coated (blue) commercial glazed shopfront with retractable Awning and provision for two echelon parking spaces with dropped kerb clear of the highway

The building is single fronted and set back from the street. The rear elevation of the building is rendered and finished in the same pebbled-dashed render finish at first floor and a more modern through coloured render at ground floor. The property has one chimney centrally located and on the Party Wall line between the two semi's.

## 4.0 Accessibility

The application site is currently served by a vehicular and pedestrian access from Dunstable Road at the front. The main entrance fronts the busy and presumably depends mostly on walk up trade having been converted to a shop some time ago.

Luton contains a range of facilities for local people, including several schools, Community Halls, Churches, pubs and restaurants. As such, many local trips can be accommodated with facilities within walking distance of the application site.

## 5.0 Use

The Application site and host building was last used as a Convenience Store and no change is proposed to the current use.

## 6.0. Amount

## DESIGN, ACCESS & PLANNING STATEMENT

The new proposed development proposes to increase the site coverage footprint by 19sq.m. The application site area is approximately 391 sq.m. The Host building as existing covers 89sq.m which means the existing site coverage percentage stands at 23%. With the additional 19sq.m in extensions the site coverage increase to 28%,

### 7.0 Layout

The building's internal layout would largely remain unchanged as far as possible- the extensions mainly at ground floor creating additional sales space and reorganises the Bulk Storage and staff facilities in the converted garage space.

### 8.0 Scale

As with the amount, the scale of the building would not be substantially altered with the resultant site coverage in new construction only modestly increasing by some 9% approximately.

### 9.0 Appearance

The principle appearance of the host building will remain largely as existing with the only discernible changes to the rear extension. The rear extension is not visible from any public viewpoint and we feel does not impact the neighbours private amenity in any way. The proposals' aim is to retaining the main character and visual identity of the main building sympathetic to the street and host building.

### 10.0 Parking Provision

No changes are proposed to the existing on site car parking arrangements and the proposals.

### 11.0 Inclusive Access

Wherever possible the remodelled building will comply with Part M of building regulations. The access to the commercial premises is via a level threshold entrance and the new Bulk Store door is also level access.

### 12.0 Sustainable Transport

The application site is located close to several bus routes. It is possible to access local towns, shops, schools and sources of employment via public transport. It is also, possible to use the local bus service, or cycle, to connect to mainline railway services at Leagrave which both provide train links locally into Bedford and Luton and regionally to London.

### 13.0 Highways Access

The application site is accessible by vehicle from an existing access point off Dunstable Road-no change to the access arrangements is proposed. The existing echelon parking spaces and lay-by arrangement across the access to Ainsland Court mean there is no need for reversing manoeuvres onto the dual carriage way and vehicles can safely pull off the highway and manoeuvre back onto it in a forward gear

## PLANNING STATEMENT

### 14.0 The Legal Framework

Planning law requires that planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. The Luton Local Plan 2011-2031, and the guidance in the National Planning Policy Framework (NPPF) both constitute important material considerations.

### 15.0 National Planning Policy Framework (NPPF) 2012

A number of strands of national planning guidance and development plan policy have a bearing on the application proposals. The most relevant are summarised below,

i) National Planning Guidance

## DESIGN, ACCESS & PLANNING STATEMENT

Planning Policy Statement 1: Delivering Sustainable Development (February 2005)

PPS1 places sustainability at the heart of planning policy and notes (paragraph 2) that it is the core principle underpinning planning.

Paragraph 5 advises that planning should facilitate and promote sustainable and inclusive patterns of development by, inter alia:

- making suitable land available for development in line with economic, social and environmental objectives;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment;
- ensuring high quality development through good and inclusive design, and
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities, with good access to jobs and key services.

In order to promote sustainable economic development, planning authorities are advised (paragraph 23) to, inter alia:

- recognise that economic development can deliver environmental and social benefits;
- ensure that suitable locations are available for retail developments so that the economy can prosper;
- provide for improved productivity, choice and competition; and
- actively promote and facilitate good quality development which is sustainable and consistent with their plans.

Good design, as advised at paragraph 33, ensures attractive, usable and adaptable places and is a key element in achieving sustainable development. High quality and inclusive design (paragraph 35) should be the aim of all those involved in the development process.

Planning Policy Guidance 13: Transport (March 2001)

In order to take full account of the transport implications of the proposal, a Transport Assessment is submitted in association with the application.

The stated objectives of the guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- reduce the need to travel, especially by car.

To achieve the objectives of the guidance, planning authorities are advised to, inter alia:

- ensure that shopping developments offer a realistic choice of access by public transport, walking and cycling;
- ensure the needs of disabled people are taken into account in the design of individual developments; and
- protect sites and routes which could be critical in developing infrastructure to widen transport choices.

Paragraph 51 relates to parking provision. Local authorities should ensure that, as part of a package of planning and transport measures, levels of parking provided in association with

## DESIGN, ACCESS & PLANNING STATEMENT

development will promote sustainable transport measures. Furthermore policies in development plans should set maximum levels of parking (paragraph 52).

### Local Plan Policies

#### LLP1- Presumption in Favour of Sustainable Development

A 'presumption in favour of sustainable development' will be applied to development management decisions. Wherever possible, the Council will work proactively and positively with all applicants to help shape development proposals to deliver growth and sustainable development that can be approved without delay."

The proposal extends an existing shop and the size of extension modest. The proposal constitutes development on a brownfield site and should therefore be seen as sustainable.

#### LLP23 - District & Neighbourhood Areas & Shopping Parades

"The Council will approve planning applications that help to deliver and reinforce a network of mixed use District and Neighbourhood centres (which promote linked trips to local shops and services via public transport, walking and cycling) according to the centre hierarchy. Shopping Parades."

Particularly with reference to clause B.:

#### "Shopping Parades

B. In existing small shopping parades, planning permission will be granted for developments that:

- i. retain existing shops selling convenience goods;
- ii. propose convenience retail (A1);
- iii. propose non A1 uses provided that a minimum of 75% shopping frontage remains in A1 use;
- iv. propose a service to visiting members of the community provided that the traffic generated is appropriate for the site; and
- v. maintain a shop front or an equally active frontage. "

With reference to sub points i. - v. The proposed development complies with each relevant requirement.

### Retail Matters

#### The Need for the Proposed Development

The convenience store was in need of additional bulk storage capacity and display space to cater to the demand of the local community. Also the opportunity was taken to reconfigure and enhance the staff facilities whilst maintaining safe access to the upper ancillary residential accommodation at first floor.

#### The Sequential Approach

According to PPS6, the sequential approach applies to new retail development and extensions (exceeding 200 m<sup>2</sup>) in edge-of-centre and out-of-centre locations.

Whilst the site is out-of-centre, it is considered to be appropriately located to serve the local needs of the established residential community in which it lies. Furthermore, having regard to the scale and format of the store, it has not been possible to identify any site that would genuinely be considered suitable, viable and available.

## DESIGN, ACCESS & PLANNING STATEMENT

In addition, the site can be easily accessed via a choice of transport modes, including pedestrian and cyclist facilities for local residents.

### Impact

The assessment has concluded that there is sufficient retail expenditure capacity to support the proposed D & S Food and Wine without causing undue impact on the nearest local centres. The shop has existed in situ for many years and has proved itself to be economically viable as a small convenience store serving the local community.

### Conclusions

In the light of the above factors, the proposed development complies with the guiding principles established by PPS6, and the relevant parts of the Development Plan.

### Design

Design matters are considered in detail in below

Good design is important to D & S Food and Wine and is fundamental to the success of the store. The company has long and successful experience of designing stores to meet the needs of the customer.

### Conclusions

In the light of the above factors and the issues discussed in this report, the proposed development is considered to comply with the guiding principles established by PPS1 and Policies of the Luton Local Plan 2011-2031.

### Access

Matters relating to access and accessibility are considered at the beginning of the report

## DESIGN AND ACCESS CONSIDERATIONS

### Legislative Background

Section 42 of the Planning and Compulsory Purchase Act inserts a new section 327A into the Town and Country Planning Act 1990 which prohibits a local authority from accepting an application unless it is accompanied by a design and access statement (DAS) where required. The new requirement came into force on 10 August 2006 and applies to most planning applications.

According to the DCLG circular (01/2006) 'Guidance on changes to the development control system', a statement should be submitted to address both design and access matters arising from and relating to a planning application.

Paragraph 62 states that the level of detail required in a DAS will depend on the scale and complexity of the individual application, thus the length of the statement will vary accordingly. It is suggested that a DAS should comprise a short report, proportionate to the complexity of the application.

A DAS should not be used as a substitute for drawings and other material required to be submitted for determination as part of the planning application itself. In particular, a DAS will provide an opportunity for developers and designers to demonstrate their commitment to

## DESIGN, ACCESS & PLANNING STATEMENT

achieving good design ensuring accessibility in the work they undertake and allow developers to illustrate how they meet the various obligations required by legislation and policy (paragraph 61).

In terms of design, a DAS should identify:

- a) the design principles and concepts that have been applied to the amount, layout, scale, landscaping and appearance of the development; and
- b) how the design of the development takes in to account its context in relation to its proposed use and each of the aspects identified above.

In terms of access, a DAS should identify:

- a) how relevant development plan policies have been taken in to account;
- b) whether consultation has been undertaken and the outcome of any such consultation;
- c) how planning issues which might affect access to the development have been addressed;
- d) how prospective users will be able to gain access to the development from the existing transport network;
- e) reason for choosing the main points of access to the site and layout of internal routes; and
- f) how features which ensure access to the development will be maintained.

This DAS has been produced in accordance with the relevant requirements of the recent legislation and with circular 01/2006.

### Design Matters

This section of the statement sets out relevant evidence relating to the design of the proposal, including the design context, principles and concept which have been utilised in the formulation of the scheme in respect to the amount, layout, scale, landscaping, and appearance of the development.

#### Scale and Amount of Development

This section gives consideration to the appropriateness of the scale and amount of development proposed and confirms why the level of development proposed is required and its overall acceptability.

The proposed small convenience retail development aims to provide convenience retail facilities to the local community and seeks to extend the operations modestly of a viable locally owned business on its existing site.

The scale of the retail element of the development is informed by the D & S Food and Wine concept. With this in mind, it should be recognised that the store is intended to be small scale, meeting the top-up shopping requirements of the local residents by providing access to an appropriate range of quality convenience goods. The catchment area for the store will be very localised, addressing a specific local need as identified in the supporting Retail Statement.

With respect to on-site parking, this is set at a level considered appropriate to the size of the store and with reference to Luton Borough Council's established parking standards. Given the

## DESIGN, ACCESS & PLANNING STATEMENT

store is intended to cater for the needs of local residents and some pass-by traffic already passing the site and not new trips generated by the store, parking demand is not expected to be long term nor extensive. The 2 existing spaces are therefore considered to be of a level sufficient for the safe operation of the site and is anticipated by D & S Food and Wine to be ample for the size of store proposed.

In terms of scale, we conclude that the proposed new development is appropriate to the site and its surroundings. It both respects the existing character, including building height and density, established by existing surrounding development .

### Layout of Development

On the basis of the size and shape of the site, the proposed layout for the store development is relatively simple. The layout configuration has taken into consideration the relationship to surrounding uses, existing access points and access requirements for the store, and the most efficient use of the available space.

The layout philosophy was in the first instance to respect the existing building setting out and proposed a single storey rear extension with no overlooking roof adjoining residential properties' amenity areas

The existing residential element above the retail store will be accessible on foot from Dunstable Road.

The resulting ground floor layout provides a retail store with street frontage. The proposed extension is to the rear of the site and not visible from any public viewpoint.

### Appearance of Development

The site is an existing Convenience store with ancillary residential accommodation over. The development will make a positive contribution to the existing streetscape, through the provision of a high quality development of complementary uses at an appropriate scale.

The development is a single storey extension to an existing building, generally presented with an appropriate flat roof that matches the existing Garage adjoined to the property. The development utilises a simple palette of materials.

Walls – white render to the retail element

Roof– grey single ply membrane or similar

Fascias – UPVC -White

External Doors – UPVC -White and Painted Timber Black ( on Dunstable Rd elevation)

A white fascia panel, including the D & S Food and Wine sign, will be incorporated along the front elevation. (Signage is as existing).

The plant area is located to the rear of the site, enclosed in an appropriate casing. Boscobelle Brockton Ltd's drawings illustrate the elevations of the proposed D & S Food and Wine .

### Access Matters



## DESIGN, ACCESS & PLANNING STATEMENT

Full consideration has been given to the relevant National and Development Plan access policies and guidelines.

The Convenience format is designed to meet local day-to-day shopping needs.

### Access by a variety of transport modes

Given that the proposal is primarily intended to serve local needs, pedestrian and cyclist access is imperative and afforded high priority. The site is connected to the surrounding pedestrian and cycle network and can be easily accessed by surrounding residents. Provision for cycle parking has been incorporated into the proposed development.

The site is also highly accessible via public transport.

The proposal incorporates 2 existing car parking spaces in total.

In further recognition of the needs of mobility and visually impaired customers, the store entrance has been designed to ensure it is wide enough to allow for wheelchairs, pushchairs, and other walking aid devices.

Access to the site for emergency services and delivery vehicles has been considered in the development of the proposal to ensure it is convenient and safe.

### Highway Safety and Capacity

This site falls below the threshold for a Transport Statement, however we conclude that as an existing convenience store the single storey rear extension will have minimal impact on the highway network will operate well within capacity and that the safety of road users and pedestrians will not be compromised.

### Effect on Travel Patterns

The proposed development will have a negligible impact on the surrounding road network and continues an established use that has operated from this site for many years.

In addition, a considerable proportion of the traffic attracted to the development during the peak periods will comprise pass by traffic, rather than new trips.

## CONCLUSIONS

On the basis of its own experience of similar developments, D & S Food and Wine engaged specialist consultants in all relevant disciplines to address the relevant issues, which principally concern:

The appropriateness of the design of the proposed retail redevelopment;  
The need for the store extension and its effects on shopping behaviour;  
The relationship of the proposal to the existing built and natural environment;  
Traffic generation and accessibility; and  
The impact of the scheme on Flood Risk levels.

The accompanying plans and reports demonstrate collectively that each of the significant issues has been taken into account and that the proposals comply with all relevant strands of planning guidance and policy.

## DESIGN, ACCESS & PLANNING STATEMENT

The proposed store will considerably improve residents' access to necessary local shopping facilities. The proposed development will introduce a high quality sustainable development of an in use brownfield site. The scale and character have been designed to ensure it is compatible with the surrounding area. Furthermore, the store will provide a logical and appropriate extension of local facilities without compromising residential amenity or the efficiency of the surrounding road network.