

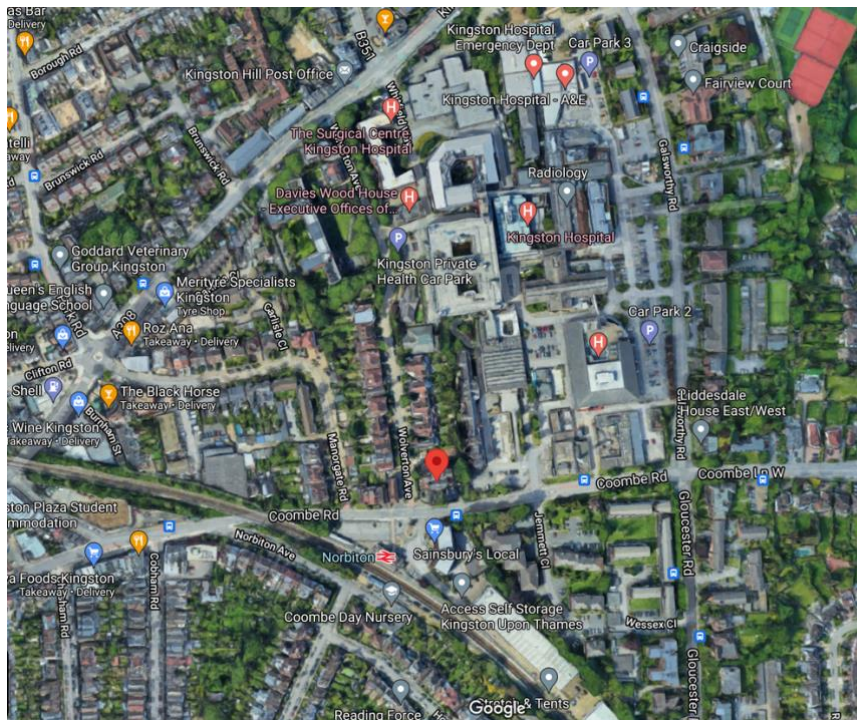
Design & Access Statement

Introduction

This Design and Access Statement has been prepared to support Lawful Development application for:

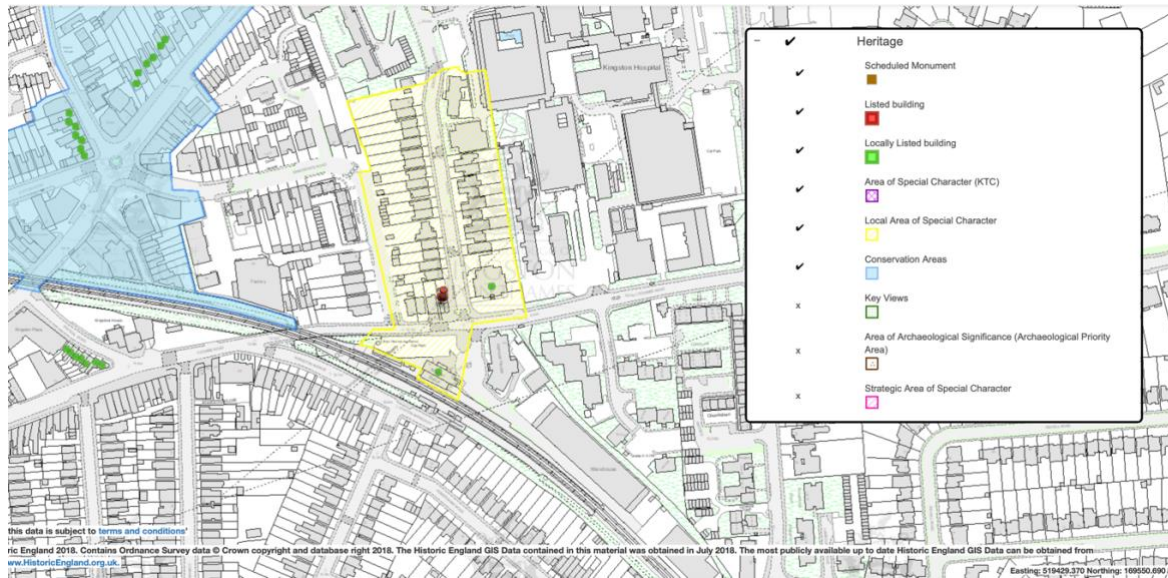
31 Coombe Road
Kingston upon Thames
Surrey
KT2 7AY

Site Description



The application site is located on the north side of Coombe Road, between Manorgate Road & Wolverton Avenue.

The application site comprises a three storey building with existing retail use at ground floor and residential use on upper floors.



It is within a local area of special character. The site does not contain a Listed Building and is not located within a Conservation Area.

Background & Objectives

The existing barber shop has been newly refurbished & opened March 2020
 Due to the national lockdown the shop has been closed for some time.

Unfortunately, the demographic & footfall of the area does not allow the barber shop to be sustainable enough to keep it as a hairdresser.

Hence my client is now seeking the Change of use from Retail (Class A1) to Restaurant/Cafe (Class A3) with the intention to provide the needs of the locals.

Planning History

1) REF: 21/00239/PRA

Change of Use from Retail (Class A1) to Restaurant/Cafe (Class A3)

Reasons: refused application (21/00239/PRA dated 02.02.2021). “The applicant has failed to demonstrate on the balance of probabilities that the proposed development is in accordance with Schedule 2, Part 3, Class C of the Town and Country Planning (General Permitted Development) Order (England) 2015 (as amended). Therefore, it is recommended that prior approval be refused”.

2) REF: 20/03036/PRA

Change of use from Retail (Class A1) to Hot Food and Takeaway (Class A5)

Reason : refused application (20/03036/PRA dated 19.01.2021) for change of use from Retail (Class A1) to Hot Food and Takeaway (Class A5) “This application was refused as the legislation does not allow for this type of change to a class A5. The

new application submitted shows the exact same floor plan with no seating area so it is not clear where the intended restaurant will be situated “.

Scheme Evolution

The scheme proposes to redesign the barber shop into a restaurant/ café within the same footprint. The restaurant will offer warm & cold food. The food will be a fusion with a taste of South Asian/ Indian & British cuisine.

Opening Times

The Restaurant/ Café will be opened between 12pm – 10pm

Transport and Highways

Vehicle Parking

The proposed scheme will be car-free as per the existing development, and in line with current policy for sites with very good public transport accessibility

However there is ample parking in the local vicinity:

- Wolverton Avenue has paid parking available.
- The Norbiton station car park also provides paid parking facilities.

| Car parking | |
|--------------------------------|---|
| P Car parking | |
| Name and spaces | Station Car Park - 39 spaces |
| Opening hours | Monday to Friday - 24 hours Saturday - 24 hours Sunday - 24 hours |
| Car parking charges | Off-peak ticket: £3.50 Peak ticket: £7.40 Weekly ticket: £36.90 Monthly ticket: £115.90 Quarterly ticket: £347.70 Annual ticket: £1189.00 |
| Car parking information | Tickets purchased by RingGo are at the following rates: Peak £7.20, Off Peak, Sunday and Bank Holiday £3.00, Saturday £6.00, Weekly £35.90 Season ticket holders ONLY before 0930 Overnight parking for non-season ticket holders Fri & Sat only Weekend tickets available after 1200 Friday £10.20, £9.00 if purchased by RingGo Off Peak from 1600 Monday to Saturday |

Cycles

The imminent new London Plan standards have been applied to the proposed use.

- There is cycle parking available on Wolverton Avenue & sheltered bike storage at Norbiton station.

| Bikes | |
|---|--|
| Bike storage | |
| Is there bike storage at Norbiton station? | ✔ Yes, there's bike storage at this station. |
| Is there a sheltered bike storage area at Norbiton station? | ✔ Yes, there is a sheltered bike storage area. |
| Bike storage spaces | 110 |
| Bike storage location | Platforms 1 & 2 |
| Bike storage information | This information is unavailable. |
| Bike storage type | Compound |
| Is there CCTV in the bike storage at Norbiton station? | ✔ Yes, this station has CCTV in the bike storage. |
| Bike hire | |
| Is bike hire available at or near Norbiton station? | ✘ No, bike hire is not available at or near the station. |

Public Transport

1. As noted above, Norbiton Station is located approximately 50 metres to the south of the proposed site, on Coombe Road. The station and all the trains serving it. are operated by South Western Railway.
2. Key destinations from Norbiton Station include London Waterloo, Wimbledon, Richmond, Twickenham and Shepperton.
3. There are also numerous bus services that can be accessed close to the site. These are shown on TfL's bus map for Kingston/ Norbiton..
4. Kingston bus station is located approximately 0.7 miles from the proposed site.

i **Norbiton Station – Zone 5**
Onward Travel Information

Local area map

Local area map shows the station location relative to the surrounding urban area, including Kingston upon Thames and Richmond. It includes a legend for various landmarks and transport features.

Bus map

Bus map displays various bus routes originating from Norbiton, connecting to major hubs like Wimbledon, Richmond, and Shepperton. It includes a 'Destination Finder' and 'Route Finder' table.

| Destination | Route | Frequency |
|-------------|-------|------------------|
| Wimbledon | 181 | Every 15 minutes |
| Richmond | 182 | Every 15 minutes |
| Shepperton | 183 | Every 15 minutes |

[National Rail Enquiries](#)

[Taxis](#)

[Transport for London](#)

[Online](#)

[Book a London Taxi](#)

[24 hour Travel Information](#)

Waste Management

Currently bin storage for the shops are located adjacent to 1 Wolverton Avenue.

The waste management area already provides 2 x180l black wheelie bins, which are allocated for the commercial units on the Ground Floor.

This application is proposing for no changes. The existing wheelie bins are sufficient for the new proposal.

There are also no changes in the waste management strategy. It will be kept as existing.



Access for collection staff

All bin stores are directly accessible from the public pavements. residents already move their wheelie bins onto the pavement on the day of collection (in accordance with the Kingston policy).

Access for residents / shop staff

Travel distance from dwelling entrance to refuse store does not exceed 20m from ground floor. No gradient is steeper than 1 in 20 including dropped kerbs at the point where the wheelie bin leaves the pavement to the vehicle.

Planning Considerations
(The National Planning Policy Framework)

The application is assessed under Schedule 2, Part 3, Class C of the Town and Country Planning (General Permitted Development) Order (England) 2015 (as amended).

Development consisting of

1. (a) a change of use of a building from a use
 - (i) falling within Class A1 (shops) or Class A2 (financial and professional services) of the Schedule to the Use Classes Order,
 - (ii) as a betting office or pay day loan shop, or (iii) as a casino,to a use falling within Class A3 (Restaurants and cafes) of the Schedule to the Use Classes Order,
2. (b) development referred to in paragraph (a) together with] building or other operations for the provision of facilities for—
 - (i) ventilation and extraction (including the provision of an external flue), and
 - (ii) the storage of rubbish,reasonably necessary to use the building for a use falling within Class A3 (restaurants and cafes) of that Schedule.

Development is not permitted by Class C if-

1. (a) the cumulative floor space of the existing building changing use under Class C exceeds 150 square metres;
 2. (b) the development (together with any previous development under Class C) would result in more than 150 square metres of floor space in the building having changed use under Class C;
- (c) the land or the site on which the building is located is or forms part of— (i) a site of special scientific interest;
- (ii) a safety hazard area; or
- (iii) a military explosives storage area;
- (d) the site is, or contains, a scheduled monument; or
- (e) the land or building is a listed building or is within the curtilage of a listed building.

Conditions

C.2 (1) Where the development proposed is development under Class C(a) together with development under Class C(b), development is permitted subject to the condition that before beginning the development, the developer must apply to the

local planning authority for a determination as to whether the prior approval of the authority will be required as to—

- (a) noise impacts of the development,
- (b) odour impacts of the development,
- (c) impacts of storage and handling of waste in relation to the development,
- (d) impacts of the hours of opening of the development,
- (e) transport and highways impacts of the development,

- (f) whether it is undesirable for the building to change to a use falling within Class A3 (restaurants and cafes) of the Schedule to the Use Classes Order because of the impact of the change of use—

- (i) on adequate provision of services of the sort that may be provided by a building falling within Class A1 (shops) or, as the case may be, Class A2 (financial and professional services) of that Schedule, but only where there is a reasonable prospect of the building being used to provide such services, or
- (ii) where the building is located in a key shopping area, on the sustainability of that shopping area, and

- (g) the siting, design or external appearance of the facilities to be provided under Class C(b),

and the provisions of paragraph W (prior approval) of this Part apply in relation to that application.

(2) Where the development proposed is development under Class C(a) only, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to the items referred to in sub-paragraphs (1)(a) to (f) and the provisions of paragraph W (prior approval) of this Part apply in relation to that application.

Summary

Due to the location and demographics, this proposal would enhance the local neighbourhood, as well as the proposed scheme's compliance with the core objectives of the Local Development Framework this proposal should be approved as it will support the sustainable growth of the Royal Borough of Kingston.