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Ref: 00128-PR-DAA001

## DESIGN AND ACCESS STATEMENT FOR

### PROPOSED SUBDIVISION AND CHANGE OF USE OF EXISTING FLEXIBLE USE COMMERCIAL A1/A2/B1 UNIT INTO CONTINUATION OF FLEXIBLE A1/A2/B1 UNIT AND A5 UNIT

This statement is to be used in conjunction with the drawings  
provided:

00128a-EX-EL001

00128a-EX-PL001

00128a-PR-EL001

00128a-PR-PL001

00128a-PR-BP001

00128a-PR-LP001



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## 1.0 Background

The site is located at 137 Station Road on the southern approach opposite the Hampton Mainline Railway Station and along a run of a varied usage parade of shops at the westerly end of the road. This parade of shops is split into two zones on the westerly face. The zone in which this shop is present consists of 7 units of varied use. In between this zone and the next there is a small divide which is home to a public house and residential in-fill development. The next zone on the westerly part of the road presents an additional 6 units.

Furthermore, a minute's walk in the western direction from the vacant commercial unit has seen the emergence of a Waitrose conversion located on Oldfield Road that is open daily until 10pm. There are several other mixed use units that exist opposite the Waitrose at the corner of Percy Road and its intersection along Oldfield Road.

In general, like the Waitrose, the restaurants and takeaways operating on and around the Station Road parade all close at a time not dissimilar to 10pm. These opening hours signify general passing trade at all hours of the day which is furthermore backed by the railway operational hours ceasing at approximately 1am every morning.

The flexible commercial unit has been part of a three storey new build development spanning between 2009-2011 under applications 08/1084/FUL and 08/1084/NMA and originally occupied the entire ground floor space of the development. The original unit from completion to date has been unable to obtain a tenant even with its flexible A1, A2, B1 use classes. This led to the application of last year to reduce this commercial space, 12/2824/FUL, for the conversion of the rear of the shop into an additional habitable unit and still to date has not found a tenant for the now run-down reduced sized shop.

As a result and to avoid attracting negative interest, the vacant property has had its façade glass frosted. The façade as a result offers nothing of value but a detrimental factor to the area. This measure was taken to ensure no internal visuals can be seen of the undecorated blockwork walls whilst looking for an occupant that has



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still been unattainable even after rent free offerings and favourable rates by the landlord.

## 2.0 Proposal

This proposal offers to vastly improve what should be a prime spot outside the station, with a carefully considered approach that will ensure this parade is able to utilise its wide vacant frontage and offer a mixed scheme in keeping with the other units beside.

The vacant flexible use unit will be subdivided into two tenanted units over the remaining ground floor with the existing make up of flats above to remain, and the funding from creation of the shops to provide a contribution to build the flat at the rear.

Marketed for over two years with no interest there has now been interest in two parties both requesting smaller units over the large shop frontage to create good tenanted units near a prime visual spot that is seen from Hampton Mainline Railway Station.

The main purpose of this accompanying design and access statement to this application is the subdivision and incorporation of A5 (hot food takeaway) into the commercial space and as a result to illustrate and explain how the formation of the units with agreements in place for proposed tenants showing this is a feasible proposal has considerable positives as an acceptable change of use. This is further elaborated on in section 4.0 as to how the proposed A5 unit is not as one would expect from a typical hot food takeaway.

In summary, this is an eco-friendly shop that requires no intense cooking; no gas supply; no noise to cause a nuisance or any vibrational machinery; and due to the revolutionary advanced oven approach requires no ducting as there will be no heavy odours that would require intense ducting specifications as such would still conform to health and safety and all building regulations.



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As such and from adhering to the above this is not a typical application of an A5 proposal and the tenants wishing to occupy the additional unit have a particular vision of high standard, detail and hygiene this cannot be viewed in the same light as other A5 applications looked on unfavourably in and around Station Road.

The second unit is to be taken by tenants who propose to use this unit as office space governed by regular working hours of operation as per common office practice and the size of practice proposing a smaller office space for small business.

From this statement there is a clear indication to suggest the scheme offers a viable solution to drastically improve the street scene by the station. Also, is one that provides a solution for the landlord in terms of usage of retail unit whilst aiding in the growth of local businesses in the area and providing a means of employment.

### 3.0 Existing appearance and proposal of the street scene the shops

Figure 1 shows after construction the original appearance of the shop awaiting tenants. The shop has a large façade and private paved area of over 2.5 metres up to the public highway.

From Figure 2, we can see the existing appearance with the frosted glass has led to neglect of the shop frontage with unauthorised cars parking within the confines of the property.



Figure 1

# ask

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From the visuals, the advertising hoarding on display explains the difficulty of and length of time in which the property has been unable to produce a tenant and at the same time the future in being able to find a tenant without this application proceeding ascertain.

Figure 3 on the following page highlights the proposed transformation of shopfronts with reference in their design incorporating the guidance of SPD documentation. There has been the provision of lighting over the Harper Homes signage.

The colours schemes to be used are to be as per proposed elevations. It is of the belief that the proposals will improve on the current showing at the site considerably, and the lighting for the shop frontage will be cleverly lit over the A5 unit to subtly illuminate the shop.



**Figure 2**



Figure 3



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## 4.0 The A5 unit proposal

Main concerns that could arise from the A5 unit have been categorised below with an explanation of each instance and measures taken to ensure that there can be no complaint with the operations of the unit. The unit has been based on the success of another shop in a town not dissimilar to Hampton with the model to be used here to ensure the same results and minimal disruption to the surrounds. With the ability to be based on another success story and balanced model helps to ensure that the unit will be operating in an economical and efficient manner.

### 4.1 Hours of Operation

The hours of operation are proposed to be between 4pm and 10:30pm for weekdays, and until 11pm on the weekends. These hours are very similar to the surrounding restaurants, pubs and takeaways within the Station Road vicinity of Hampton and would not interrupt the residents as a result.

### 4.2 Surroundings, Transport & Parking

The road can be considered as one with a true variety of mix, with offices, shops, restaurants, cafes, takeaways and some residential properties. The site is directly opposite a major train station in a parade of shops with several other units that offer a takeaway and delivery service that can be found.

As previously seen in the parking survey produced for the rear flat 5 at ground floor for the building, there is ample parking for road users during the evening hours in and around the site.

It is also important to highlight that the business model and marketing strategy means it will be predominantly operational as delivery service and only aim a small percentage of its take via in-shop takeaway to provide for commuters of the train during the evening on their walks home. There are provisions for light vehicular delivery parking at the front of the site will cater for the delivery service of the job.

There is a bus route that is located near the site, however as suggested the service will offer a majority delivery service and will not directly interfere with the bus route as a result.



Figure 4



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### 4.3 Noise & Odour

The A5 unit will be using very quiet machinery that is revolutionary in terms of cooking, this ensures minimal vibrational and noise. The unit will only require the patented oven in terms of pizza production, and not heavy duty pizza ovens as shown in Figure 4, along with a food preparation area and freezer/fridge space. The unit will not require any ducting, and operates with very minimal odours hence the requirements of odour control become negligible.

### 5.0 Summary

To summarise the proposal has many positives that can arise from it and no real negatives due to the thought of the proposed tenants in operating the units and their understanding of the local community and the surrounds of the shop.

The units will be between 30-35 square metres internally, and along what can be described as a fairly subdued parade, these unit sizes will fit in well with minimal disturbances and ensure the compromised shop fronts can have a useable.