

Planning, Design & Access Statement

Land Adj Hollycroft House
Epsom Road
Ewell
Epsom
Surrey
KT17 1JR

Our Ref: 1825 Date: June 2021

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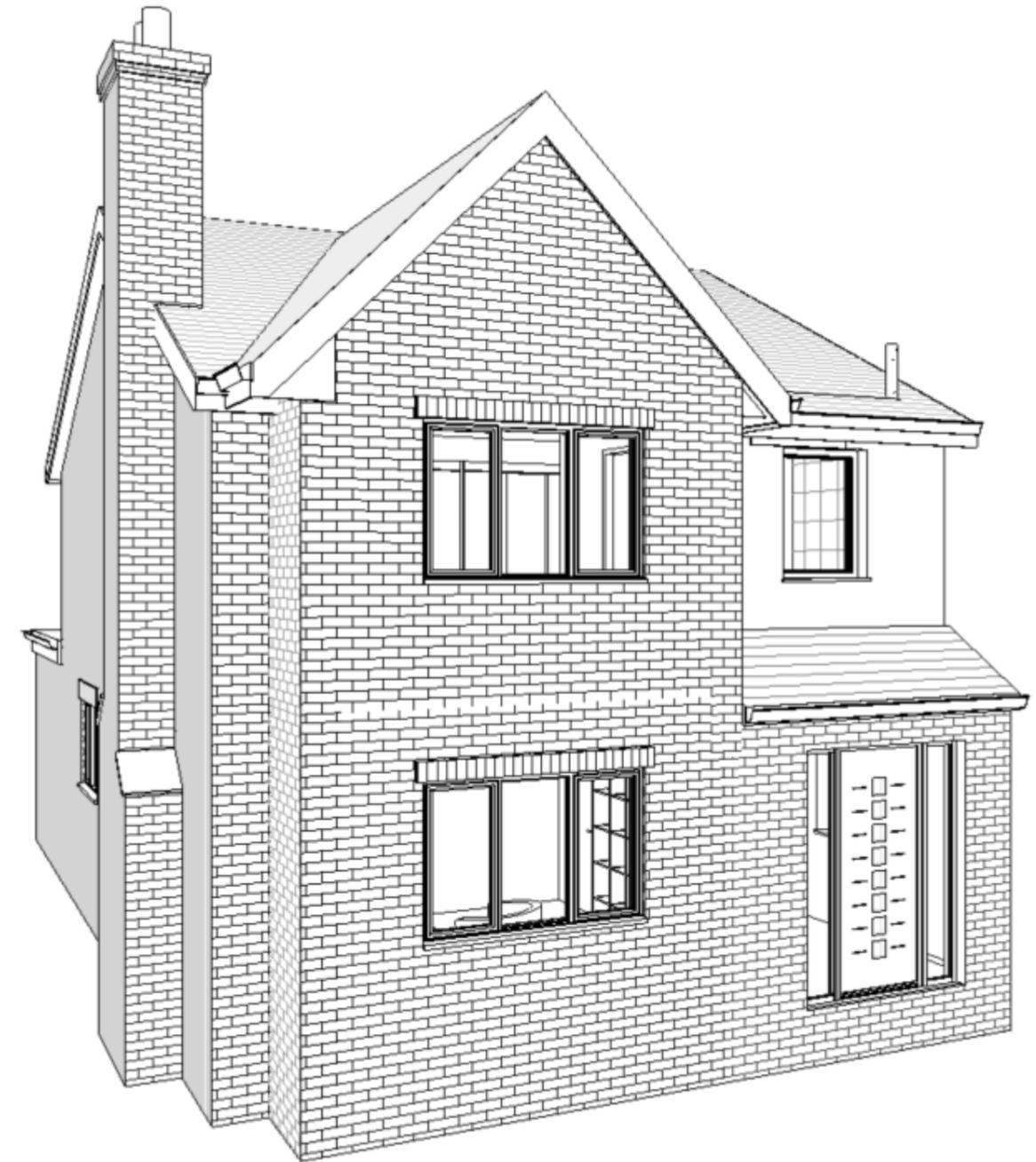
Introduction



Introduction

1.0 Introduction

- 1.1 This statement is submitted in support of a revised planning application for the erection of a detached dwelling on land adjacent to Hollycroft House.
- 1.2 The document is set out in accordance with Government guidance, and examines the site and its surroundings, the proposed development, the site constraints and opportunities and the principle design issues. From this, it sets the design rationale and explains why the development is being put forward in its current form and concludes as to why the development is acceptable in both planning and design terms.
- 1.3 The design statement is one of a series of reports and plans that accompany the application. The document should be read in conjunction with these other documents and plans in order to gain a full and more detailed understanding of the proposal.

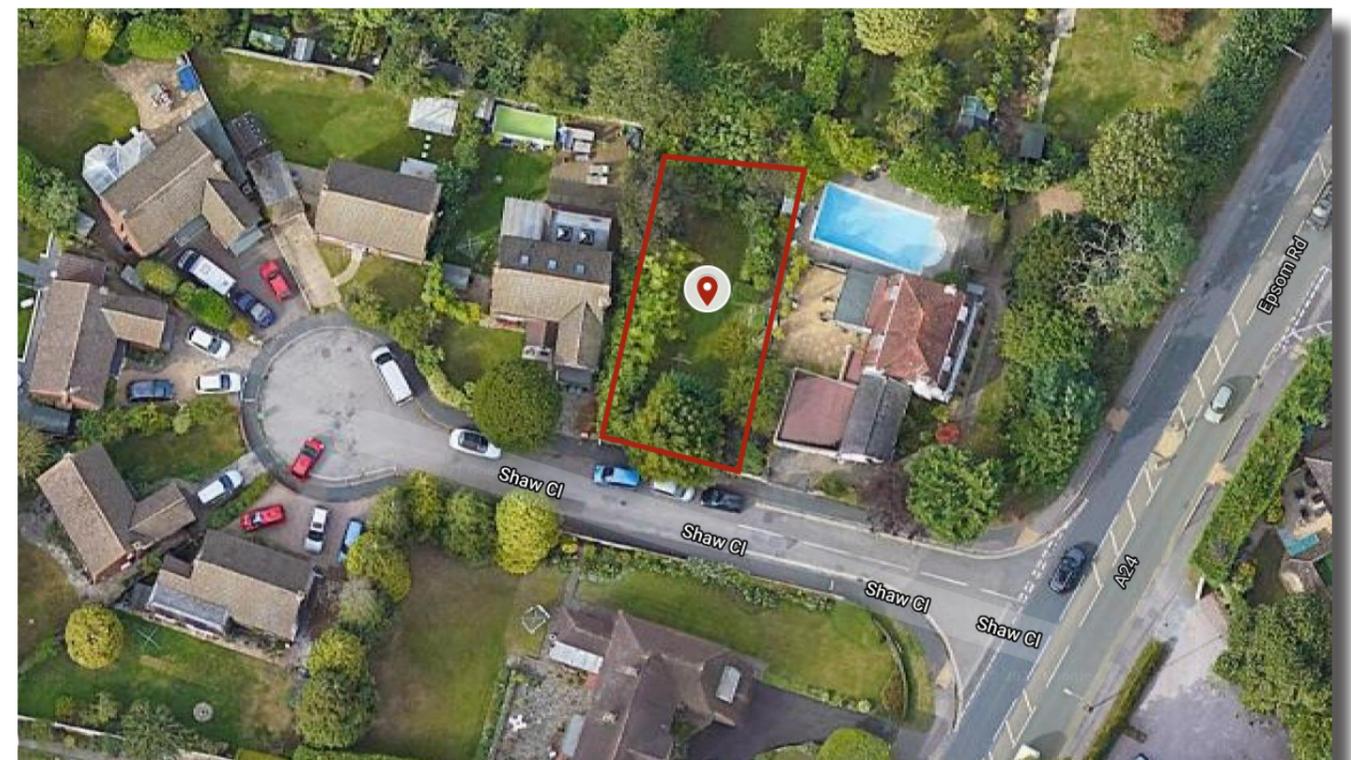


The Site and its Surroundings

The Site and its Surroundings

2.0 The Site and its Surroundings

- 2.1 The site which is the subject of this application is located to the north east of Epsom Town Centre 1.3 km from the mainline train station on the corner of Shaw Close and the A24 Epsom Road.
- 2.2 The Application Site currently comprises an open area of garden land to the rear of Hollycroft House, which is a Grade II listed building. However, this has been subject to numerous alterations and extensions which are out of character with the main heritage asset.
- 2.3 The area comprises of a mix of sub-urban houses mainly detached of varying style and design. Shaw Close contains a Cul-de-Sac of 1960's/1970's style dwellings that were all erected at a similar time in the mid-1960's. Along Epsom Road however, there are multiple instances of Edwardian Architecture as well as the Georgian-styled building of Hollycroft House, which is positioned adjacent to the application site.
- 2.4 In terms of accessibility, the application site is located within a short distance of Ewell West and Ewell East Railway Stations which provide access to the South Western Railway network and Southern Networks respectively. They provide connections to London Waterloo, London Bridge, London Victoria, Guildford and Dorking as well as the surrounding areas. Directly in front of the property is Nonsuch Park bus stop that provides services to Epsom and Morden.



3.0 Policy Context

4.1 The Epsom and Ewell Local Plan provides the local policy framework for the borough against which planning applications will be assessed. The adopted Plan currently consists of:

- The Core Strategy 2007
- An Area Action Plan for Epsom Town Centre (2011)
- The Proposals map
- Development Management Policies Document (2015)

4.2 Work is currently underway to review the Local Plan policies a key document is a new document 'Making the Efficient Use of Land Optimising Housing Delivery 2018' in response to the publication of the revised National Planning Policy Framework. This is an interim measure to boost housing delivery and give greater certainty to the local plan process.

National Planning Policy Framework

4.3 A key and overriding theme of the NPPF is that it aims to achieve sustainable development. It states that states that there are three dimensions to sustainable development: economic, social and environmental:

4.4 We believe that the scheme which is the subject of this application given its overall objectives and its comprehensive approach clearly fulfils these three key dimensions as set out within our planning assessment.

4.5 The guidance states that there should be a presumption in favour of sustainable development. Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. They should pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

4.6 Under Chapter 5 (Delivering a sufficient supply of homes) Paragraph 59 of the NPPF sets out that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

4.7 Chapter 11 relates to making effective use of land. Paragraph 123 sets out that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Local Planning Authorities should refuse applications which they consider fail to make efficient use of land.

4.8 The site which is the subject of this application seeks to maximise the use of land which has good access to public transport and a wide range of services and facilities. Its development will significantly help boost the supply of housing within the locality and improve the range of accommodation available.

4.9 However design is still an important consideration and Chapter 12 (Achieving well-designed places) Paragraph 124 of the NPPF sets out that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

4.10 Paragraph 127 of the NPPF sets out that planning decisions should ensure that developments are visually attractive, are sympathetic to local character and Optimise the potential of a site to accommodate and sustain an appropriate amount and mix of development.

4.11 Paragraph 131 of the NPPF stipulates that in determining applications, great weight should be given to

outstanding or innovative designs, which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

4.12 This scheme has followed a design led approach and taking into consideration the site constraints and opportunities and the character of the surrounding area in order to arrive at a scheme which maximises the use of the site but fits well within its surroundings. This is set out in more detail later in this document.

Local Development Framework – Core Strategy 2007

4.13 The Core Strategy is the Council's key strategic planning document. It identifies the key issues and the social, economic and environmental objectives for the future development of the Borough up to 2022, and a strategy to achieve them. It does not deal with specific development sites, nor does it deal with the most detailed policy issues. The key strategic policies associated with this proposal are as follows:

- Policy CS 1 - Overarching Policy
- Policy CS 3 - Biodiversity
- Policy CS 4 - Open Space Provision
- Policy CS5 - Conserving and Enhancing the Quality of the Built Environment
- Policy CS 6 - Sustainability in New Developments
- Policy CS7 - Housing Needs
- Policy CS8 - Broad Location of Housing Development
- Policy CS9 - Affordable Housing and meeting Housing Needs
- Policy CS16 - Managing Transport and Travel

4.14 The site which is the subject of this application lies within the urban area with access to a wide range of services and facilities and good access to open space and both formal and informal recreational facilities. It is a high quality design which has been designed to be energy efficient minimising the impact upon the environment. It will help meet local housing needs, although it will not be able to assist in providing affordable housing due to viability. Car parking has been kept to the minimum, however, it does provide for secure cycle parking and there is good access to public transport. So in this respect it meets the Council's objectives in terms of reducing reliance upon the private car.

Development Management Policies Document 2015

4.15 The "development management" document sets out day to day policies which seek to manage development to maximise the achievement of planning objectives, including "place-shaping" and high quality inclusive design for all development. The key policies in this case are:

- Policy DM5 - Trees and Landscape
- Policy DM9 - Townscape Character and Local Distinctiveness
- Policy DM10 - Design Requirements for New Developments
- Policy DM11 - Housing Density
- Policy DM12 - Housing Standards
- Policy DM13 - Building Heights
- Policy DM21 - Meeting Local Housing Needs
- Policy DM22 - Housing Mix
- Policy DM35 - Transport and New Development
- Policy DM37 - Parking Standards

Policy Context

- 4.16 With regards to addressing these policies several actions were taken and have been implemented into the scheme.
- 4.17 As part of the design process a tree survey was arboricultural impact assessment was undertaken and this informed the design process. It also assisted in the formulation of the landscaping proposals.
- 4.18 An assessment of the character of the area was also undertaken and the Councils various supplementary planning guidance documents in order to ensure that the scheme was policy compliant, and did not have an undue impact upon the visual amenity of the area or the amenity of nearby occupiers.
- 4.19 Other factors such as the national space standard, secured by design, daylighting, noise and disturbance, servicing, waste storage, accessibility and amenity provision for prospective residents were also taken into consideration.
- 4.20 This was all balanced against the need to maximise the use of the site and meet local housing need. The mix of units is one- and two-bedroom units; however, this includes one bedroom 2 person flats, 2-bedroom, three person flats and 2-bedroom four person flats. Whilst the mix of flats does not fully comply with requirements, a large proportion of the 2 bed flats are four persons in size equivalent to the 3 bed four-person capacity. This is more in line with the demand indicated by local agents. There is not a great demand for three-bedroom flats, houses yes. In terms of the first time byers they are now in fact skipping flats and moving straight to houses were available. This scheme is to a large extent aimed at those down-sizing.
- 4.21 By 2035 the number of those aged 65 or over in Epsom and Ewell is projected to be 19,500. This represents a 30% increase on 2020 figures. Attracting older residents (who might be living alone in unsuitable buildings) to downsize to smaller, desirable, fit for purpose accommodation and therefore releasing large properties for families.
- 4.22 With regards to parking, the scheme meets the parking standards as set out within the Councils Parking Standards for Residential Development Supplementary Planning Document 2015.
- 4.23 The proposed development will allow for safe access for all users of the development, it will not have any material impact on the current highway network and adequate servicing arrangements can be provided for the proposed development. There will also be no detrimental impact on the wider highway network in line with policy.
- 4.24 Shaw Close and Hollycroft House are positioned outside the current Ewell Village Conservation Area. However, the application site is located within the proposed extension to the conservation area. As such the Ewell Village Conservation Area Character Appraisal and Management Proposals document (2009) has been consulted in conjunction with this application. It is deemed that the proposals help to enhance the existing character and appearance of the area whilst maximising the land use of the plot.

Proposed Development



Proposed Development

4.0 Proposed Development

- 4.1 The proposal is for the erection of a detached three bedroom dwelling, which would be built of brick and render in order to correspond with the adjacent 1960/70's styled buildings in Shaw Close. This would offer a continuation in architectural style entering Shaw Close as the design incorporates features from properties on the close. The proposed design also ensures that the character and appearance of the street scape and townscape is protected as the proposed design is of the same architectural style and materiality as those existing properties along Shaw Close.
- 4.2 The property would line up with the properties in Shaw Close with a 5 metre front garden and 9 metre back garden and parking to the side. Access, to the site and parking would be directly off Shaw Close.
- 4.3 The accommodation is over two floors stepping down to single storey at the rear.

Proposed Materials

- 4.4 The application proposes to introduce a detached 1960's/70's style three-bedroomed dwelling that acts as a link between the different architectural styles of Shaw Close and the adjacent Epsom Road. The proposed new dwelling is to consist of traditional red brickwork with render under a plain tiled roof. To compliment this, the designs propose to incorporate multiple design features such as a front porch in order to reflect the existing properties along Shaw Close to ensure the seamless integration of the proposed dwelling.
- 4.5 To the rear of the property, the designs include the inclusion of large glazed doors in order to provide access to the garden area as well as ensure a significant amount of daylight enters the dining/living space positioned at the rear of the ground floor. This is complimented by the addition of a sunlight above the dining/living space. The plans include a brickwork porch with a UPVC framed front door and windows with a flat roof to match the rest of the Shaw Close street scene.



Massing & Scale

- 4.6 Properties within Shaw Close all tend to be two storeys in height. With the proposed dwelling also being two storeys in height, the massing of the proposed will be consistent with those existing within Shaw Close. Epsom Road however, is a main road that benefits from multiple uses being present along it. Similarly, the size and scale of the properties on Epsom Road tends to vary. Hollycroft, the property positioned to the immediate East of the application site is three-storeys in height which is more commonplace along Epsom Road.



Proposed South Elevation



Proposed North Elevation

Design Considerations



Design Considerations

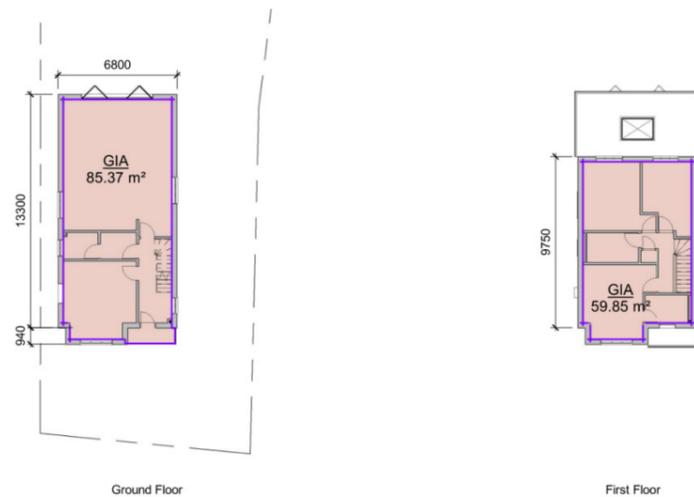
5.0 Design Considerations

Use

- 5.1 The area around the site is all residential and the use which is being proposed is residential. In this respect there are no adverse environmental issues, such as noise and pollution i.e. it is not a conflicting use in itself and surrounding land uses will not conflict with that proposed.

Amount

- 5.2 The amount of development is proportionate to the site and provides sufficient space for both parking and private amenity space. The unit meets and exceeds national space standards.



Layout

- 5.3 The layout of the building follows the line of the road and the adjacent properties within Shaw Close, although there is variation in terms of frontage depths given the arrangement of the Cul-de-Sac. The internal layout of the proposed dwelling is well suited to the proposed footprint and style of the property.

Scale

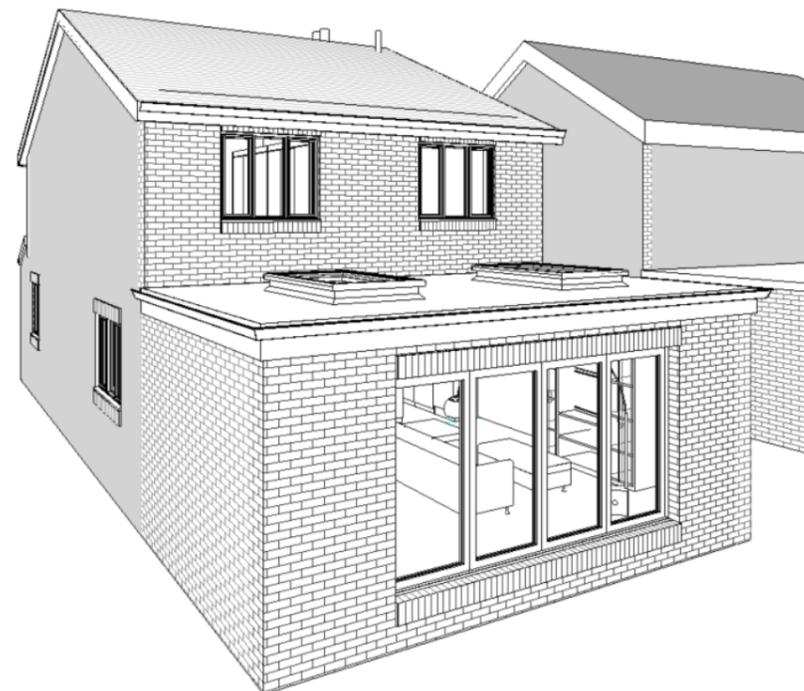
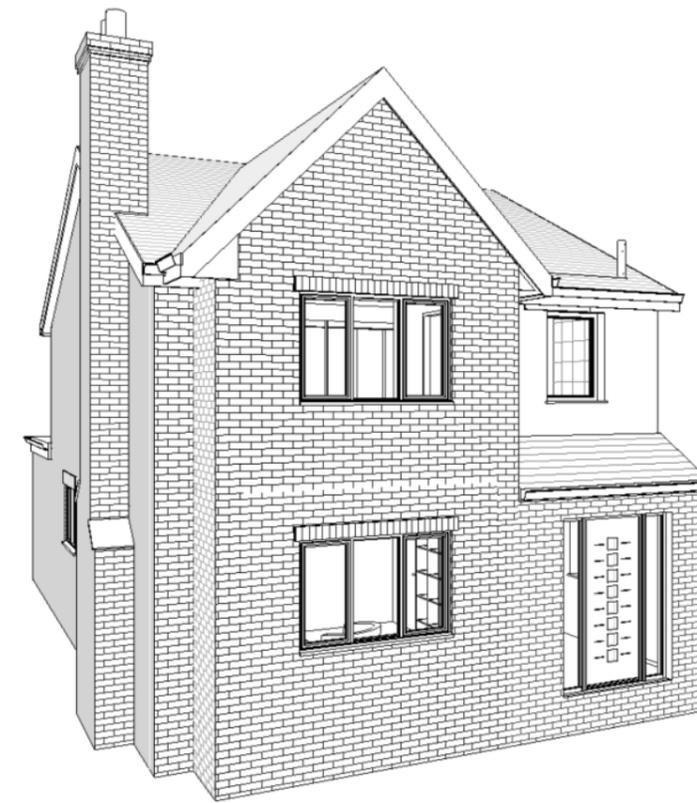
- 5.4 The size and scale of the building reflects the size and scale of other two storey dwellings within the area, which vary, and in this respect will not appear out of context. The proposed is of a similar height and massing in comparison to those properties along Shaw Close, the similar architectural design of the proposed also ensures that the proposals cannot be seen as an over development of the plot.

Landscaping

- 5.5 The existing landscaping around the site will be retained and supplemented. The garden will be laid to lawn with some additional planting to break up the space and provide visual interest. Parking bays and pavements will be block paviour. Proposed landscaping will incorporate non-invasive species in its planting scheme in order to ensure that both the building and the landscaping integrate well into the street scene.

Appearance

- 5.6 The building will be match the appearance of buildings within Shaw Close and will use materials which match the buildings within the locality.



Design Considerations

Parking and Access

5.7 The property will be provided with two off street parking spaces, which is more than sufficient for this locality, being close to the town centre which provides good access to public transport and a wide range of services and facilities. As previously mentioned, the site is in a very accessible location in terms of its proximity to the nearby train stations of Ewell West and Ewell East. Bus stops are located along Epsom Road providing services to Epsom Town Centre as well as the surrounding areas.

5.8 The application also includes the proposal to introduce a dropped kerb in order to provide sufficient parking space and ease of access for prospective occupants.

Refuse

5.9 Internal storage will be built into each of the units to provide sufficient space for the storage of recyclables, food waste and residual waste as follows:

- Residual Waste - 60 litres bin
- Mixed Dry Recyclables 60 litre bin
- Compostable Kitchen Waste - 7 Litres Caddy

5.10 Externally, bins will be stored in the back garden with access to the highway provided by the side access

Sustainability

5.11 To minimise heat loss from the proposed dwelling and to maximise the efficiency, the proposal will incorporate the following:

- Insulated roofs, walls and floors
- Double glazed windows
- Ventilation incorporated into the design to avoid condensation
- Energy efficient lighting
- Natural daylight to all habitable rooms

5.12 Domestic appliance ratings will follow the CfSH requirements of:

- A+ Fridge Freezer
- A rated dishwasher & washing machine
- A rated tumble dryer

5.13 All boilers and appliances within the dwellings will be energy efficient and all units will undergo a full SAP assessment to ensure energy efficiency within the building envelope, meeting the new Building Regulations requirements (approximately equivalent to Code 4 of the now defunct Code for Sustainable Homes)

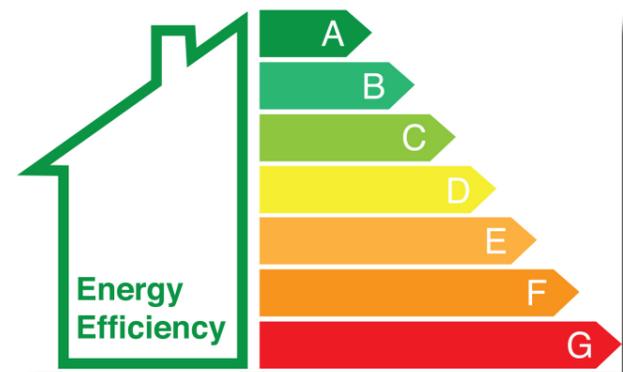
5.14 To minimise the use of water the development will internal restricting devices such as flow restrictors on taps and dual flush toilets to achieve water usage per person of 105 litres a day.

5.15 Sustainable drainage techniques will be used where possible to fully disperse surface water, including the use of permeable paving and soakaways. Water butts will be placed in rear

gardens to encourage the reuse of surface water.

5.16 During construction, a Site Waste Management Plan will be in operation and where possible, the materials used will be locally sourced thereby minimising the distances that materials will need to travel by road.

5.17 Timber will be obtained, where possible, from certified sources. A waste separation and disposal policy will be operational for the duration of the site construction.



Design Considerations

lifetime Homes Standard			
1. Parking is available that can be enlarged to 3300mm width.	Yes	10. There is an entrance level toilet.	Yes
2. The horizontal distance from the car parking space to the home is no more than 100m.	Yes	a) In smaller units, on more than one storey, this should reflect the model recommended in Approved Document M for dwellings.	N/A
3. The route from back of pavement to all ground floor entrances is level or gently sloping.	Yes	b) In larger units (3 bedrooms or more) or on one floor, the WC should be wheelchair accessible. i.e. the wheelchair user must be able to close the door from within the closet. An outward opening door will normally be required. There should be a minimum 700mm between the WC pan rim and one side wall, and 1100mm between the WC pan front rim and the opposite wall.	Yes
4. The entrance is illuminated, has level access across the threshold and is covered.	Yes	c) The bathroom and/or fully accessible toilet is provided with drainage, suitable to allow for future level-access shower installation	Yes
5. a) Communal risers do not exceeding 170mm, treads are more than 250mm deep and handrails are fitted on both sides.	Yes	11. Walls in bathrooms and toilets are capable of taking adaptations such as handrails	Yes
b) A passenger lift (900x1250mm), or at least the capacity to retrofit such a device	No	12. Where the dwelling is designed on more than one storey a) provision is made for the future installation of a stair-lift.	Yes
c) A passenger lift with (at least 1100x1400mm) is provided and will serve all dwellings.	N/A	b) a space is identified for a through-floor lift.	No
d) Communal corridors are at least 1200mm wide.	N/A	13. A route is defined for a hoist between bedroom and bathroom	Yes
6. a) Doors, halls and corridors (within dwellings) conform to: Door clear opening 750 900 (head on) 750 1200 (not head on) 900 900 (not head on)	Yes	14. The bathroom provides for easy access, to the bath, WC and wash basin with an outward opening door, and 1100mm between the front rim of the WC pan and the opposite wall.	Yes
b) There is a 300mm manoeuvring space beyond the leading edge (200mm on the push side) of doors to living and dining rooms, kitchen, WC, bathroom and master bedroom.	Yes	15. Living room window glazing begins at 800mm or lower and windows are easy to open/operate.	Yes
c) The front door has a clear opening width of 800mm.	Yes	16. Any service control needed to be operated or read on a frequent basis, or in an emergency, should be included within the height band of 450mm - 1200mm from the floor and at least 300mm away from any internal corner.	Yes
7. There is a turning circle for wheelchairs in dining and living rooms and adequate circulation space for wheelchair users elsewhere. In kitchens a minimum 1200mm space between units and the opposite wall is provided	Yes		
8. There is a living space at entrance level.	Yes		
9. There is a space at entrance level that could be used as a convenient bed space.	Yes		



Conclusions



Conclusions

6.0 Conclusions

- 6.1 Both local and national planning policy and guidance seeks to optimise the use of urban land as well as promote sustainable forms and patterns of development. National planning policy is generally supportive of schemes that help to contribute to the government's objective of increasing the housing supply and, providing they meet necessary requirements, they should be permitted without delay.
- 6.2 The scheme, which is the subject of this planning application seeks to erect a two-storey, 3-bedroomed detached dwelling with associated soft landscaping. The proposals seek to introduce a residential property that is positioned on an attractive plot.
- 6.3 The proposals follow a design-led approach and whilst it proposes a design that is suited to the area so that the new-build development integrates well, using similar architectural features and materials to properties in the surrounding area. It has been designed in a way in which the amenity of potential residents as well as that of the neighbouring properties, have been respected.
- 6.4 Accordingly, we believe that the proposal complies with both national and local planning policy and guidance which promotes sustainable forms and patterns of development