

## Design & Access Statement

289a London Road  
Ewell  
Epsom  
Surrey  
KT17 2BZ

Our Ref: 1845 Date: May 2021



**FORM Design Group**  
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# Introduction



# Introduction

## 1.0 Introduction

- 1.1 This design and access statement has been prepared in support of an application for Full Planning Permission further to a previously permitted application at 289a London Road, Ewell, Epsom, Surrey, KT17 2BZ. This application seeks to offer an improvement on the previously permitted plans (13/00751/REN) for the erection of a three bedroom detached dwelling to replace the existing garage.
- 1.2 The document is set out in accordance with Government guidance, and examines the site and its surroundings, the proposed development, the planning history and background to the application, the site's constraints and opportunities as well as the principle of the development. From this, this document sets out 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.



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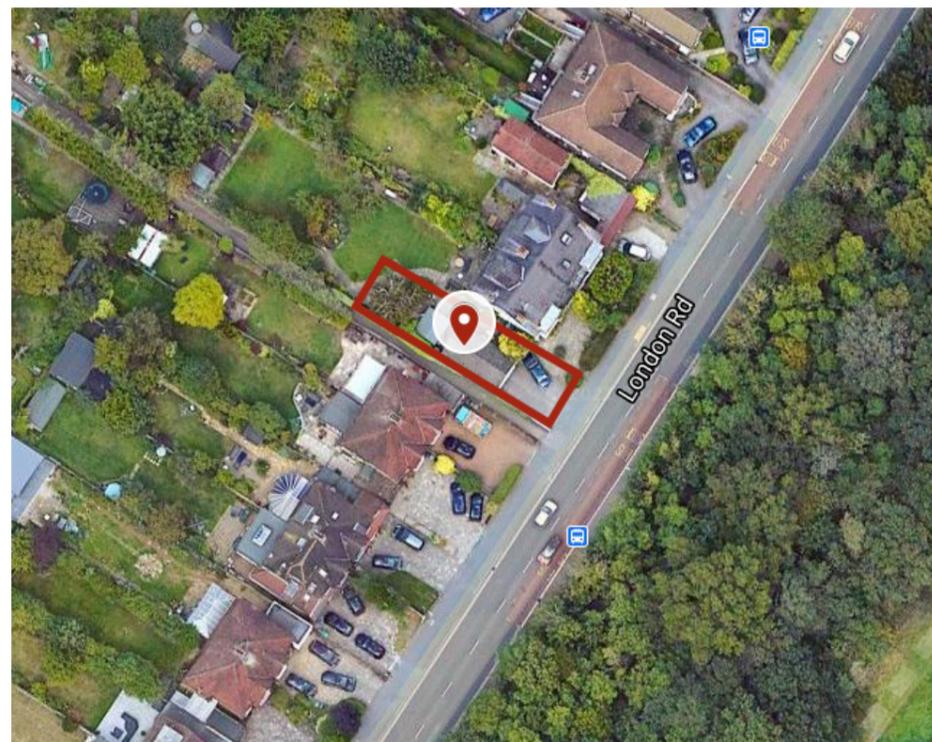
## The Site and its Surroundings



# The Site and its Surroundings

## 2.0 The Site and its Surroundings

- 2.1 The application site is located on London Road (A24), one of the main roads that connects Ewell Village to Stoneleigh and North Cheam and the surrounding areas. The application site sits opposite Nonsuch Park, a large recreational area that is centrally located within the area.
- 2.2 Due to the size of London Road, there are multiple architectural features present along it. In the immediate locality however, the majority of buildings are two storeys in height and are in residential use. The stretch of dwellings shows general themes of Edwardian architectural features such as prominent gables to the front of the building often mock timber detailing, bay windows with material features such as tile hanging, transitional brickwork and render. The adjacent no. 289 has sash windows, which in general terms is seen to be a Georgian design feature, but it is also found in Edwardian buildings.
- 2.3 The application site itself currently accommodates a large garage associated with the adjacent 289 London Road. The garage is joined to the adjacent property by a cream-painted brick wall. Within said wall is a small wooden gate that currently provides access to the rear of the application site and, by association, the rear of the existing 289 London Road.
- 2.4 In terms of accessibility, the application site is located within a short distance of Stoneleigh Railway Station which provides access to the South Western Railway network and connections to London Waterloo, 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.



# The Site and its Surroundings

## Photographs of the Surrounding Areas



1. View Looking North Along London Road



3. View of Application Site from London Road (South)



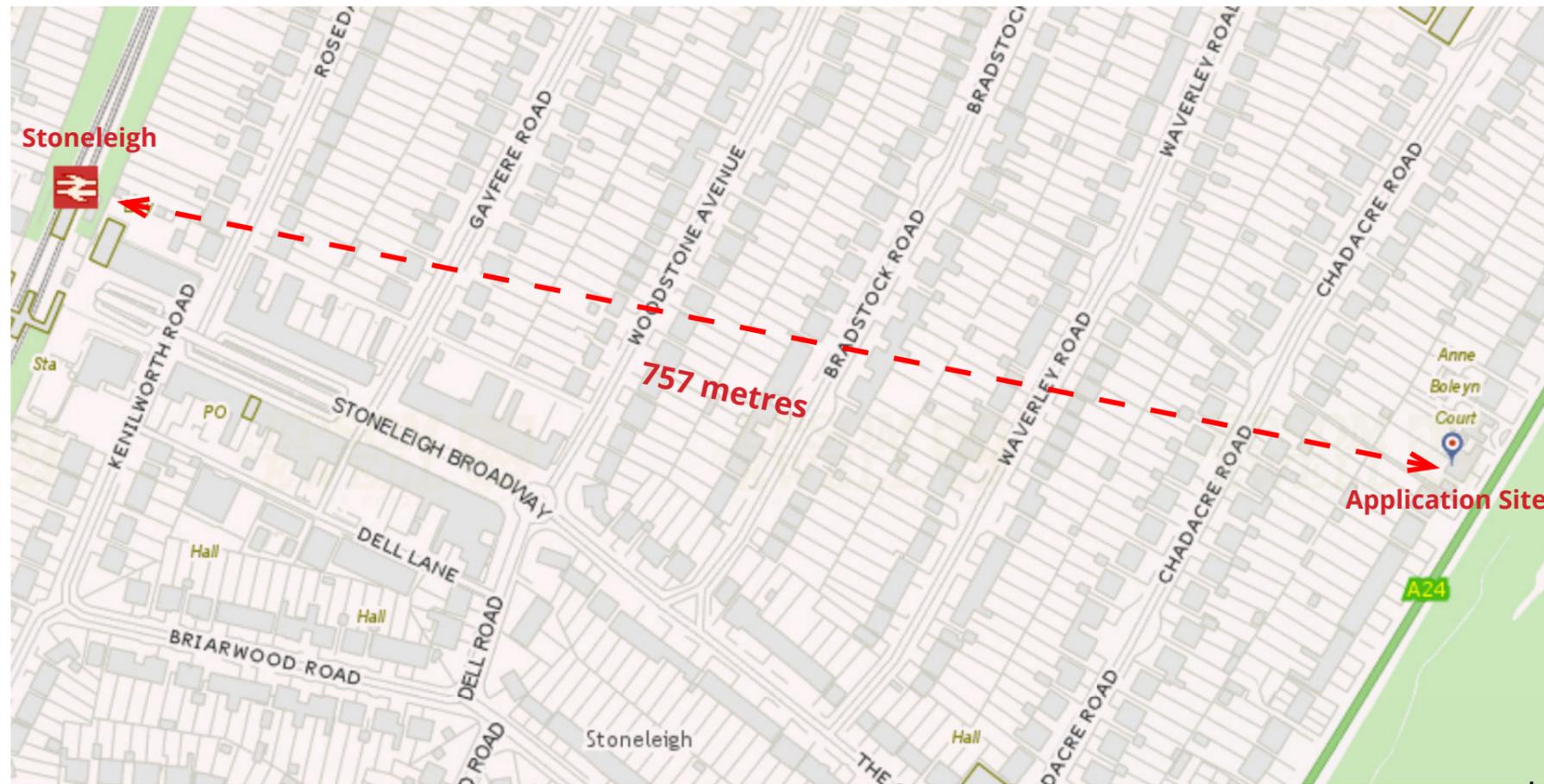
2. View Looking South Along London Road



4. View of Application Site from London Road (North)

# The Site and its Surroundings

Accessibility



# The Site and its Surroundings

## Building Heights



KEY:

-  Application Site Boundary
-  1.5 Storeys
-  2 Storeys
-  2.5 Storeys

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**Background**



# Background

## 3.0 Background

### Relevant Planning History:

3.1 The below table denotes the relevant planning history of the application site.

Relevant Planning History		
Reference	Description	Decision
21/00754/RES	Erection of a 3-bedroom dwelling to replace existing garage	Awaiting Decision
21/00753/FUL	Erection of a two-bedroom dwelling, to replace existing garage.	Awaiting Decision
18/00429/OUT	Outline application ( Access, Appearance, Layout, Scale) for the construction of a terrace of three 3 bedroom houses and access road following the demolition of two outbuildings	Refused
13/00751/REN	Renewal of extant planning permission (10/00622/REN) for an attached dwelling and associated parking.	Permitted
10/00622/REN	Renewal of extant planning permission (07/00829/FUL) for an attached dwelling and associated parking.	Permitted
07/00829/FUL	Erection of an attached two bed dwelling and associated parking.	Permitted
05/01388/FUL	Detached house with integral garage parking and shared access with 289 London Road	Refused
93/00107/REN	Erection of single dwelling, new car port & bathroom extension to existing dwelling (Renewal of permission no. 88/0346/0201).	GTD
88/00201/FUL	ERECTION OF SINGLE DWELLING, NEW CARPORT AND BATHROOM EXTENSION TO EXISTING DWELLING.	GTD

3.2 The application history illustrates that the principle of the development has been acceptable in planning terms due to similar residential schemes being approved. As shown in the table above, proposals for developments similar to the proposal that is the subject of this application, have been proposed and approved for the site since 1988.



Previously Approved Scheme - Front Elevation



Previously Approved Scheme - Rear Elevation

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## Policy Context



# Policy Context

## 4.0 Policy Context

4.1 The Epsom and Ewell Core Strategy (2007) and the Development Management Policies Document (2015) complimented by the additional Supplementary Planning Guidance (SPG's) set out the policies which all planning applications within the Epsom and Ewell Borough will be assessed against. These policies documents, along with the National Planning Policy Framework (NPPF) have been consulted in preparation of this planning application.

4.2 In addition, other guidance and frameworks have been considered within the application process such as the Technical Housing Standards within the Nationally Described Space Standards (NDSS).

### National Planning Policy Framework (NPPF)

4.3 Paragraph 11 of the NPPF 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 look to drive and support sustainable economic development to deliver the homes, businesses and industry, infrastructure and thriving local places that the UK requires.

4.4 Design is another integral part of the NPPF with paragraph 124 stating that the "creation of high-quality buildings and places is fundamental to what the planning and development process should achieve". Good design is deemed to be a key aspect of sustainable development although planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative.

4.5 Paragraph 127 of the NPPF ensures that proposed developments are designed to a high architectural specification in terms of the functionality, layout and use of effective landscaping. The NPPF also highlights the need for safe and healthy spaces for proposed and future occupants of the development.



### Epsom and Ewell Core Strategy (2007)

4.6 The Epsom and Ewell Local Development Framework (LDF) was produced in order to map out the future of the Borough of Epsom and Ewell and is complimented by other documents such as the Development Management Policies Document (2015)

4.7 *Policy CS1* states that the council expect the development of land within Epsom and Ewell to positively contribute socially, economically and environmentally in order to achieve sustainable development. Developments should enhance the natural and built environment in order to achieve high quality sustainable environments for present and future generations.

4.8 *Policy CS5 - The Built Environment* states that the council will seek to protect designated buildings in terms of heritage and conservation assets. It also highlights that all developments a high quality and inclusive design will be required for all developments.

4.9 *Policy CS6 - Sustainable Design* highlights the need for proposed developments should result in a sustainable environment and reduce, or have neutral impact upon climate change and pollution. The policy outlines the requirement of sustainable construction within both new-build and conversion developments.

4.10 *Policy CS7 - Housing Provision* states that the council will aim to ensure that sufficient housing is provided in order to meet the Borough's housing requirements in accordance with the South East Plan.

4.11 *Policy CS8 - Broad Location of Housing development* outlines the locations where proposed housing should be located. The policy aims to have housing developments located in previously built up areas including infilling, conversion and redevelopment schemes.

4.12 *Policy CS12 - developer Contributions to Community Infrastructure* highlights the need for developers to demonstrate the need for necessary infrastructure and facilities.

4.13 *Policy CS16 - Managing Transport and Travel* highlights the highways and transport networks of the borough are protected and, where possible enhanced by development. The policy ensures pressure on transport networks is not adversely increased as a result of proposals.



### Epsom and Ewell Development Management Policies Document (2015)

4.14 *Policy DM9 - Townscape Character and Local Distinctiveness* states that the council will require developments to enhance the townscape of the borough through permitting proposals that make a positive contribution to the borough's visual character and appearance.

4.15 *Policy DM10 - Design Requirements for New Developments (including House Extensions)* outlines the design requirements for developments to reflect good design standards as well as making a positive contribution to the character and appearance of the street-scape.

4.16 *Policy DM12 - Housing Standards* sets out the housing standards that all new housing developments and conversions are required to comply with external and internal space standards and also in accordance with the councils Quality Design SPD.

4.17 *Policy DM21 - Meeting Local Housing Needs* highlights the requirements for demonstrating the need for new accommodation.

## Policy Context

- 4.18 Policy DM37 - Parking Standards highlights the fact that developments, where appropriate, should demonstrate the appropriate level of off street parking in order to reduce the impact on the highways and on-street parking. The parking standards are set out below as an extract from the Parking Standards for Residential Development SPD.
- 4.19 The following Supplementary Planning Documents have also been consulted in the planning of this application:
- Sustainable Design SPD (2016)
  - Parking Standards for Residential Development (2015)
  - Single Plot and other types of Residential Infill (2003)

Type of Development	Epsom Town Centre	Elsewhere in the Borough
<b>1 &amp; 2 bedroom flats</b>	0.75 spaces per unit	1 space per unit
<b>3+ bedroom flats</b>	1 space per unit	1.5 spaces per unit
<b>1 &amp; 2 bedroom houses</b>	1 space per unit	1 space per unit
<b>3 bedroom houses</b>	1 space per unit	2 spaces per unit
<b>4+ bedroom houses</b>	2 spaces per unit	3 spaces per unit

- 4.20 Previous applications that have been approved by the council confirm that the principle of development is acceptable in planning terms.

### Key Planning Policy Compliance

- 4.21 The below table illustrates that the proposed scheme is fully compliant with Epsom and Ewell's local planning policies and guidance:

Planning Policy:	Compliant (Yes/No)
Policy CS5 - The Built Environment	Yes
Policy CS7 - Housing Provision	Yes
Policy CS8 - Broad Location of Housing Development	Yes
Policy DM9 - Townscape Character and Local Distinctiveness	Yes
Policy DM10 - Design Requirements for New Development	Yes
Policy DM12 - Housing Standards	Yes
Policy DM21 - Meeting Local Housing Needs	Yes
Policy DM37 - Parking Standards	Yes

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## Proposed Development



# Proposed Development

## 5.0 Proposed Development

### Design Proposal

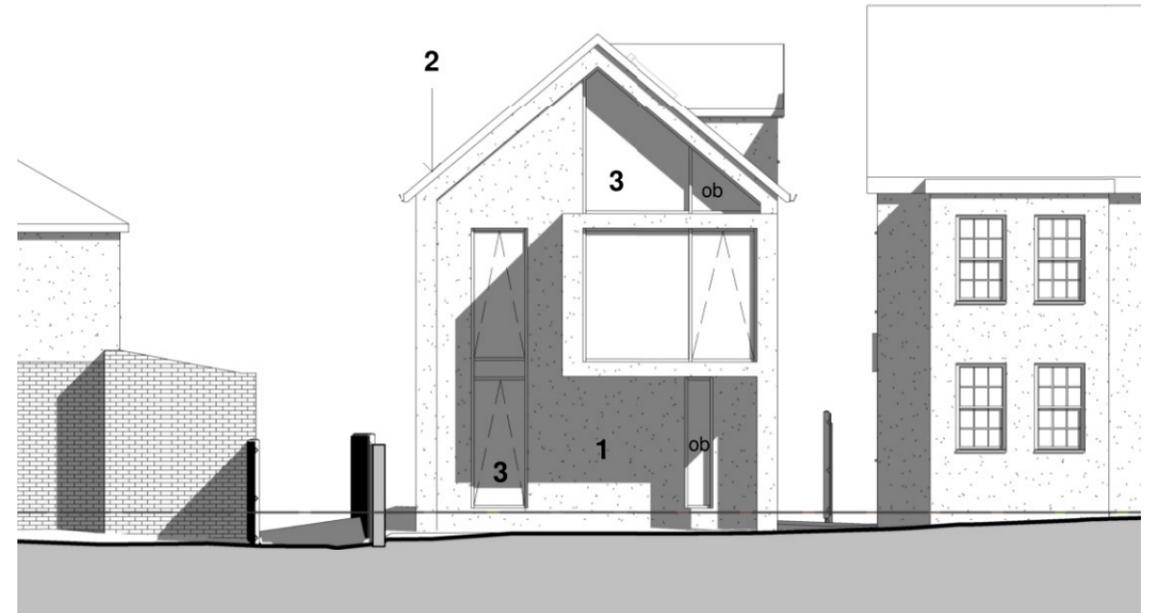
- 5.1 The proposal seeks to introduce a detached 3-bedroom dwelling into the site adjacent to 289 London Road, Ewell, and is a renewal of a previously permitted development of the site as referenced in the 'Background' section of this document.
- 5.2 The concept of the design has been derived from examples of the existing architecture within the immediate surroundings of the site. For instance, the pitch of the roof as well as the inclusion of the dormer window derive from the common roof designs present along London Road and the wider locality. Further, the design of the feature window on the front elevation derives from bay windows, a common feature amongst Edwardian properties. The height and width of the feature window are similar to the bay windows present on the adjacent property, number 289. The overall design concept was to take features commonly found in the immediate locality and offer an innovative design that aims to introduce a contemporary high quality dwelling that simultaneously integrates well into the street scene.
- 5.3 The design proposes to create kitchen, living/dining space and snug at ground floor level with the first floor accommodating two bedrooms, a family bathroom, a study and an en-suite for the master bedroom. The second floor will accommodate the third bedroom accompanied by another en-suite. The rear of the property will provide private amenity space as well as a waste storage area.

### Massing Concept

- 5.4 The proposed dwelling will continue the building line of the existing property at 289 London Road and, on a similar note, the proposed dwelling will also be two-and-a-half storeys in height. However, as shown in the adjacent elevations, the height of the proposed is shorter in height than the existing dwelling a no.289. The building height has been dropped in order to provide a 'stepping down' effect on the street scene so that the proposed is sympathetic in its impact on the character and appearance of the local area.

### Proposed Materials

- 5.5 The new dwelling has been designed in order to compliment the existing adjacent property in that, the proposed dwelling will continue to have a rendered facade to sympathetically blend into the street scene. The proposals include the implementation of a plain tiled roof to match the existing property. Further, the designs proposes to implement the use of sash windows in order to match the existing as well as continue the general theme of Edwardian architectural features along London Road. The proposal also includes the introduction of a feature window



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## Constraints & Opportunities

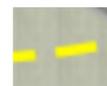
# Constraints & Opportunities

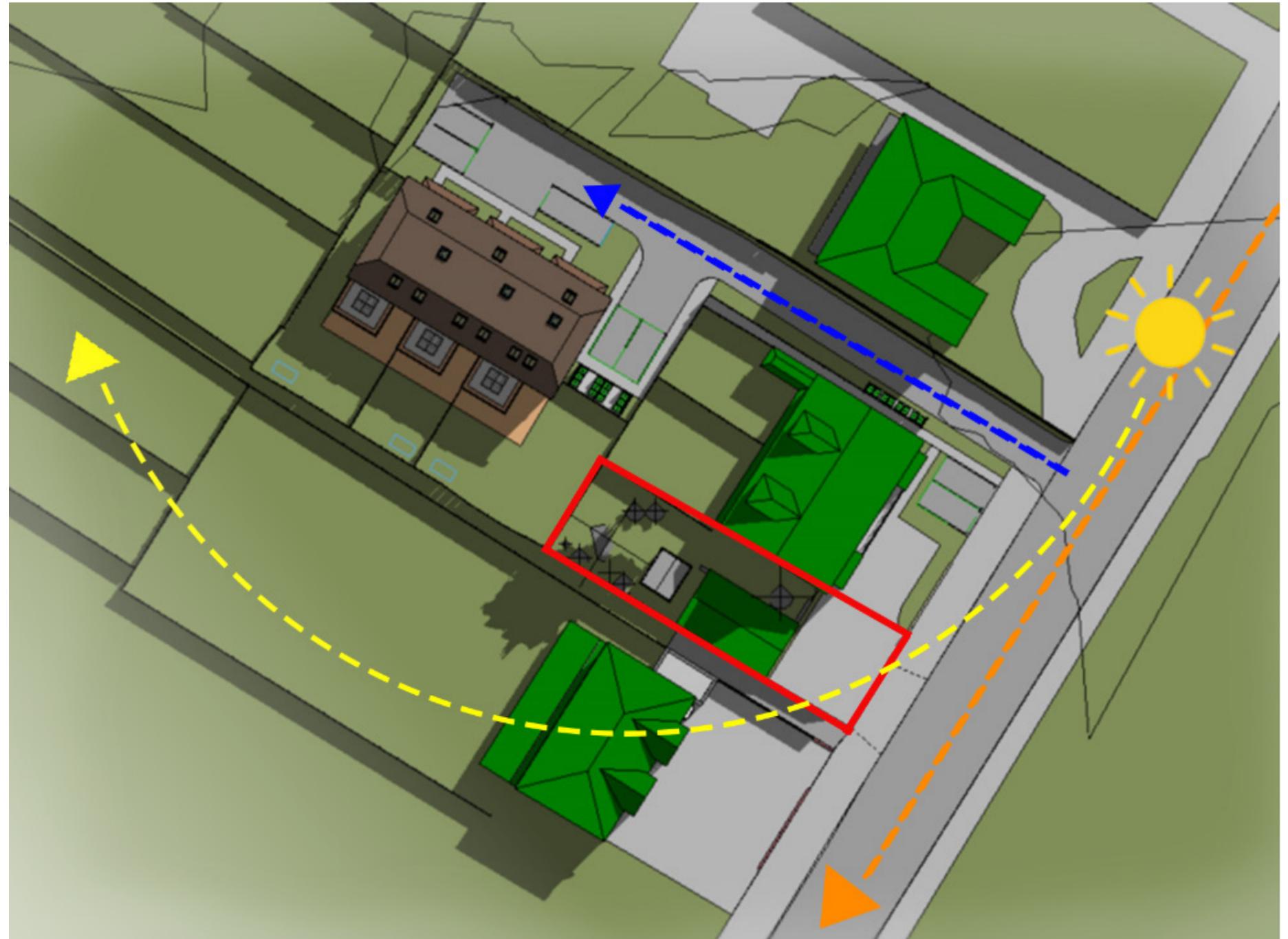
## 6.0 Constraints & Opportunities

### Site Constraints

6.1 The existing street scene is broken up by the comparatively large frontage of the existing garage that adjoins to 289 London Road. The application site is not currently in the most gainful use, with only a large garage occupying the frontage, the plot can be said to be under-utilised.

#### KEY

-  Site Boundary
-  Sunlight
-  Main Road
-  Hard standing
-  Secondary Road



## Constraints & Opportunities

### Sites Opportunities

6.2 The site location provides a good opportunity to provide a well-designed infill residential property that helps to cater for the high demand for housing within Epsom and Ewell as well as the wider areas. The development aims to bring an under-utilised plot into a more gainful use in the form of a three-bedroom property. The proposals help to improve the visual impact of the street scene as the existing garage breaks up the current street scene whilst the proposal offers a continuation. The application site offers ease of access to local road networks due to its position on London Road.

#### KEY

-  Site Boundary
-  Sunlight
-  Main Road
-  Hard standing
-  Proposed Shrub
-  Proposed Trees



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## Design Considerations

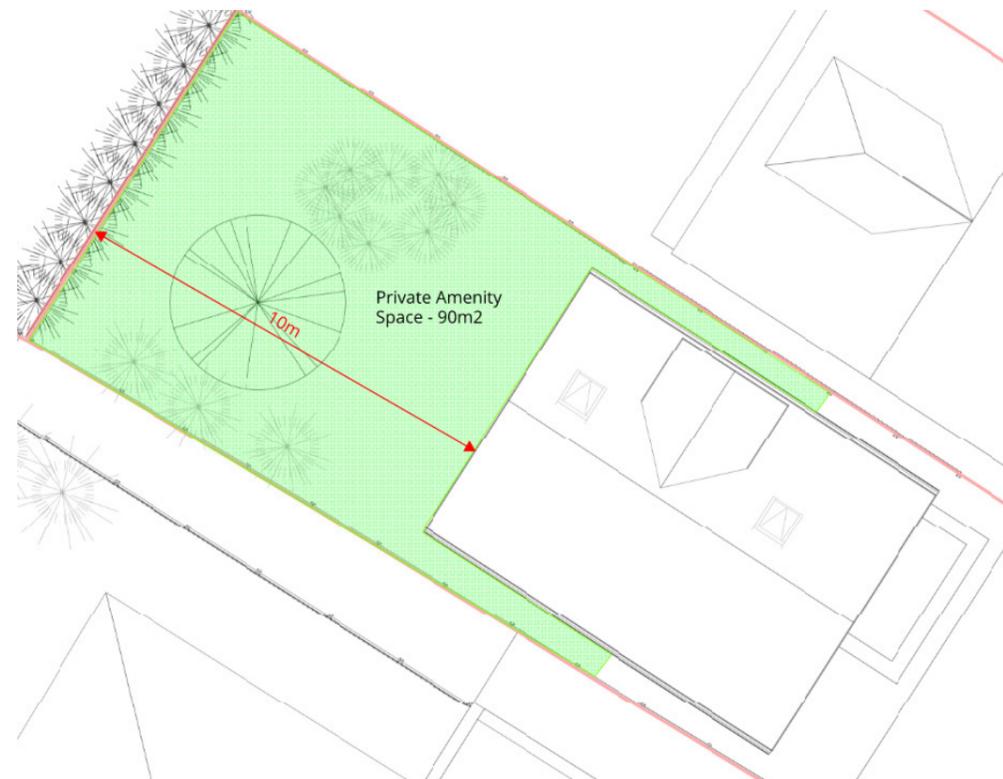


# Design Considerations

## 7.0 Design Considerations

### Use & Amount

- 7.1 The current use of the application site is a garage associated with the existing property at 289 London Road, this is to be replaced with the proposed 3-bedroom detached house. The immediate surroundings are dominated by buildings in residential use meaning that the proposed use is in line with the local area.
- 7.2 In terms of the amount of development, the proposed scheme seeks to maximise the use of the site and bring it into a more gainful use. The site sits within a sustainable location and in an existing built up area, in line with both local and national planning policy. The proposed is in line with the nationally described space standards and provides a good level of private amenity area.



### Layout

- 7.3 The layout of the building has been designed to ensure that the boundaries of the neighbouring properties has been respected in order to provide a plot that is not seen as cramped as well as to respect the character and appearance of the surrounding area.
- 7.4 Access to the site will be retained as existing with a driveway fronting London Road thereby allowing easy access to the proposed dwelling for potential occupants.
- 7.5 The proposed dwelling will be of the same orientation and follow the existing building line present along much of London Road in order to ensure that the infill development retains the character and appearance of the area.

Schedule of Accommodation			
Unit	Accommodation	Gross Internal Area (GIA)	NDSS Requirements
Overall Dwelling	3b 6p	128.05m <sup>2</sup>	102m <sup>2</sup>
Bedroom 1	2p	14.58m <sup>2</sup>	11.5m <sup>2</sup>
Bedroom 2	2p	11.69m <sup>2</sup>	11.5m <sup>2</sup>
Bedroom 3	2p	17.80m <sup>2</sup>	11.5m <sup>2</sup>

### Height, Scale & Mass

- 7.6 Heights and masses of buildings along London Road tends to be very similar due to the continuous stretch of Edwardian residential properties that dominate the street scene. In the immediate locality of the site, the dwellings either side of the application site are two storeys and two-and-a-half storeys in height respectively..
- 7.7 The overall height of the building has been designed so that it follows the existing build line of the neighbouring properties. It also provides a 'stepping down' effect on the massing of the building in order to sympathetically infill into the application site and wider London Road street scene.

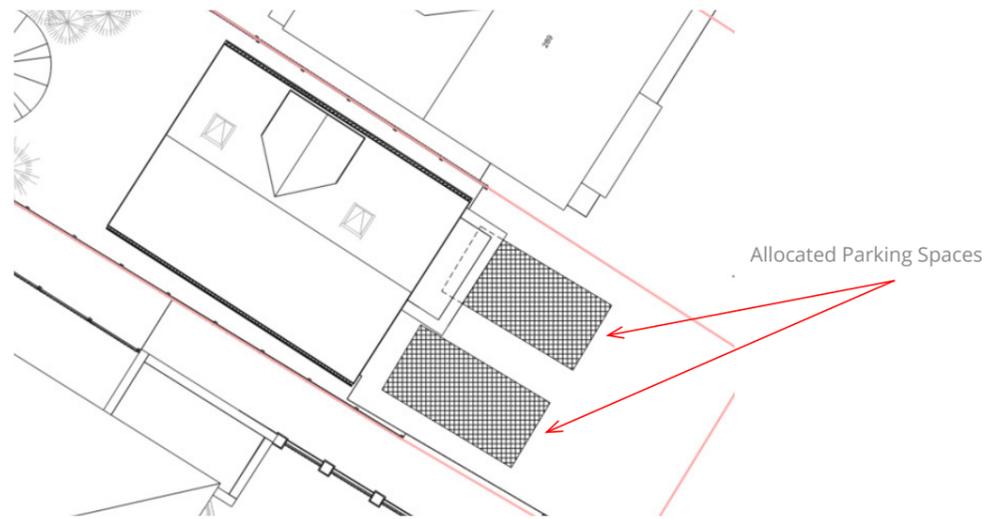
### Trees and Landscaping

- 7.8 All amenity areas would remain landscaped with high quality tree, shrub planting and lawn areas.
- 7.9 Any landscaping disturbed during building work would be replaced and enhanced. The application drawings provide indicative planting proposals which will be developed and further details will be submitted at a later date and dealt with by condition.

### Access & Parking

- 7.10 Access to the site will be positioned at the front of the application site, providing vehicular parking and easy access to London Road. Likewise, pedestrian access to the site will come via the entrance fronting London Road.
- 7.11 In accordance with policy DM37 of the Epsom and Ewell Development Management Policies Document (2015), the Parking Standards for Residential Development SPD (2015) and the Surrey Design Guide, the proposed development has allocated the two required parking spaces for a 3-bedroom house outside of Epsom Town Centre.

## Design Considerations



### Waste Storage

7.12 Waste storage has been provided to the side of the proposed dwelling. This area can be accessed by occupants via the rear of the application site. A service pathway that runs alongside the proposed dwelling will allow occupants ease of use when transferring waste to be collected. The proposed dwelling will have the following waste storage:

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

### Energy Efficiency

7.13 The applicants aim is to incorporate high standards of energy efficiency into the developments, employing and promoting sustainable design including the use of renewable energy.

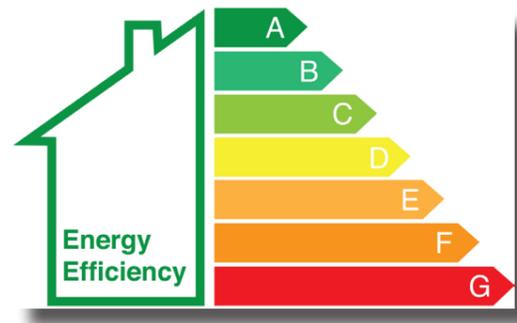
7.14 To minimise heat loss from the proposed dwellings and to maximise the efficiency, the proposal will incorporate the following:

- 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

7.15 Domestic appliance ratings will follow the CfSH requirements of:

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

7.16 All boilers and appliances within the dwelling 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.

### Water Resource Management

7.17 Measures will be put in place in order to minimise the amount of water usage per person in order to mitigate climate change factors.

### Sustainable Construction

7.18 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.

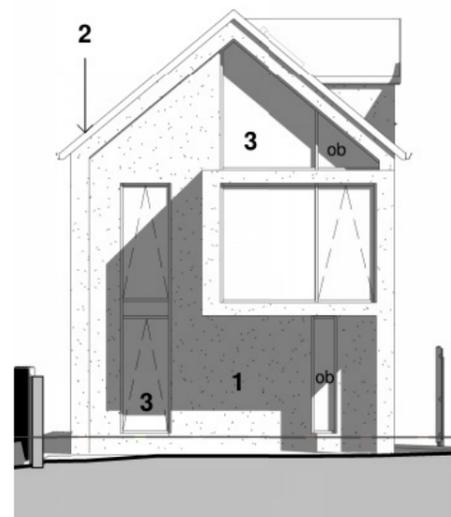
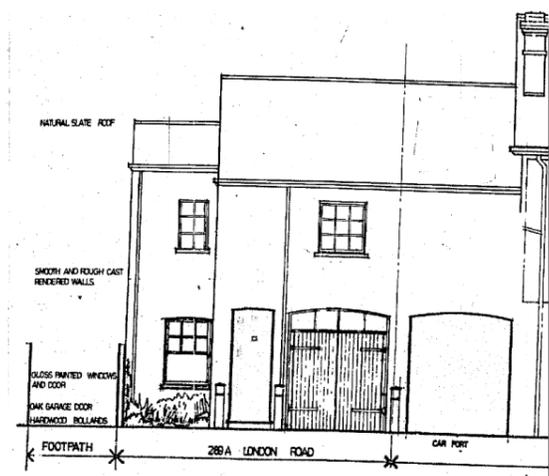
7.19 Materials will be, as far as possible, environmentally friendly and the 'Green Guide' and BRE publication 'Methodology for Environmental Profiles of Construction Materials' will be consulted.

7.20 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

## Previously Consented Scheme Comparison

- 7.21 The current proposals offer an improved version of the previously consented scheme which was permitted under planning application 13/01317/REN. As mentioned in the 'background' section, schemes for similar developments have been permitted since 1988. The latest scheme to be approved in November 2013 proposed an attached dwelling to replace the existing garage associated with no. 289 London Road.
- 7.22 In 2010 and 2013 respectively, planning permission was renewed for an original application under 07/00829/FUL.
- 7.23 The improved scheme, which is the subject of this application, proposes to introduce a detached three-bedroom property compared to an attached two-bedroom property. The improved scheme will result in the following:
- Higher quality accommodation - the proposed detached dwelling will provide additional space for prospective occupants delivering a high quality home with generous rear amenity and front parking facilities.
  - Contemporary Design - the proposed design will be a contemporary addition to the street scene, characterised by the feature window on the front facade.
  - Increased sleeping accommodation - This proposal is for a 3-bedroom detached dwelling whereas, the previously approved scheme only contained two-bedrooms.
  - Improved use of natural light - the introduction of the feature window as well as the bi folding doors to the rear have maximised the amount of natural light that enters habitable rooms.



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## Conclusions



# Conclusions

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## 8.0 Conclusions

- 8.1 Both national and local planning policy and guidance seeks to maximise the use of urban land and promote sustainable forms and patterns of development.
- 8.2 The scheme which is the subject of this application seeks to maximise an underused site which occupies a sustainable location near with good access to public transport and a wide range of services, social and recreational facilities. The proposal follows a design led approach and seeks to integrate visually with the buildings and environment surrounding it, utilizing key architectural features and materials used within the area. It has also been designed so that it respects the amenity of nearby properties.
- 8.3 As the planning history highlights, the introduction of a new dwelling to the site has been approved previously approved and this scheme is simply proposing to erect a higher quality dwelling to bring forward to the market.
- 8.4 Accordingly, we believe that the proposal complies with both national and local planning policy and guidance which promotes sustainable forms and patterns of development