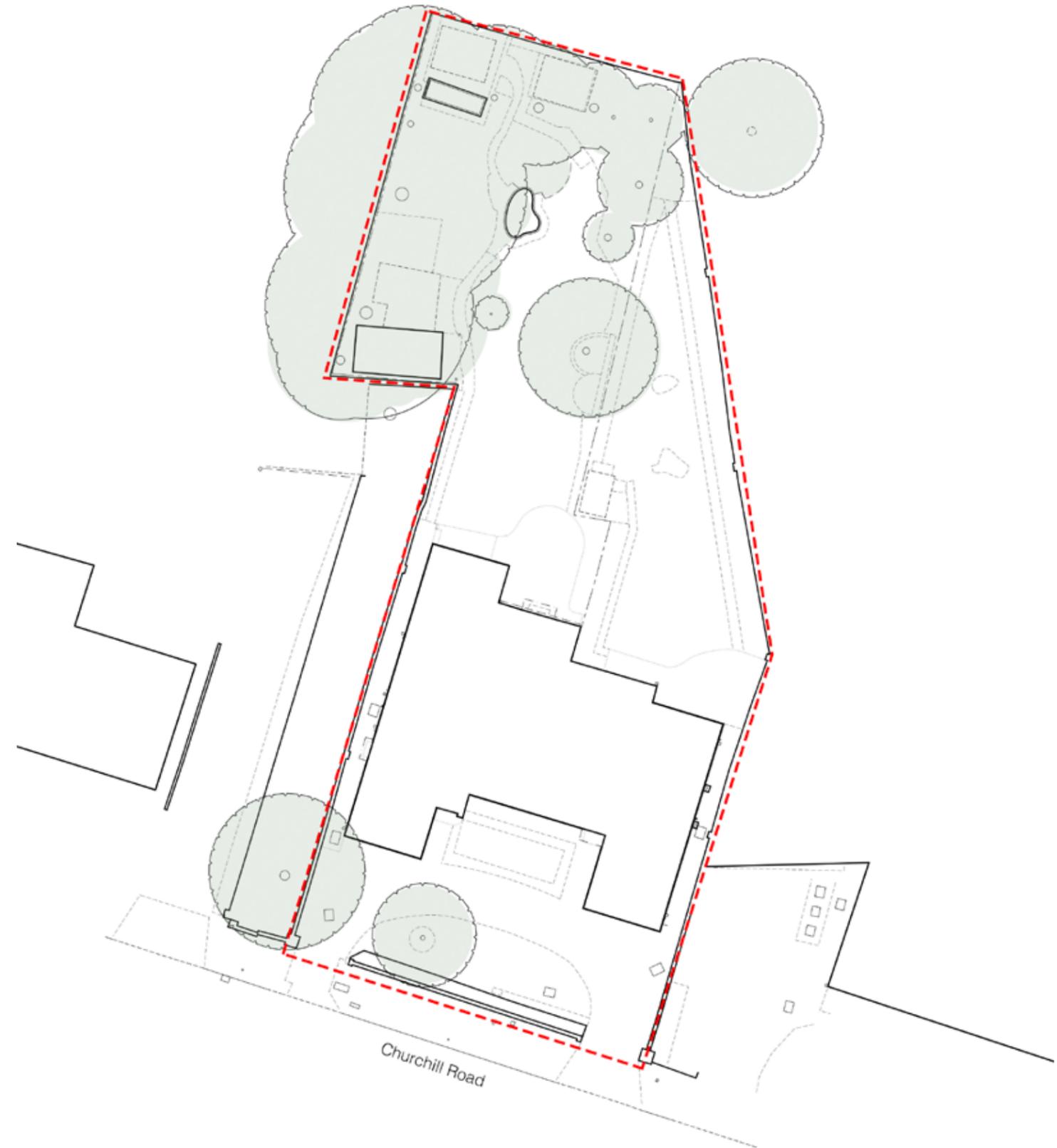


3.0 Opportunities & Constraints

Site

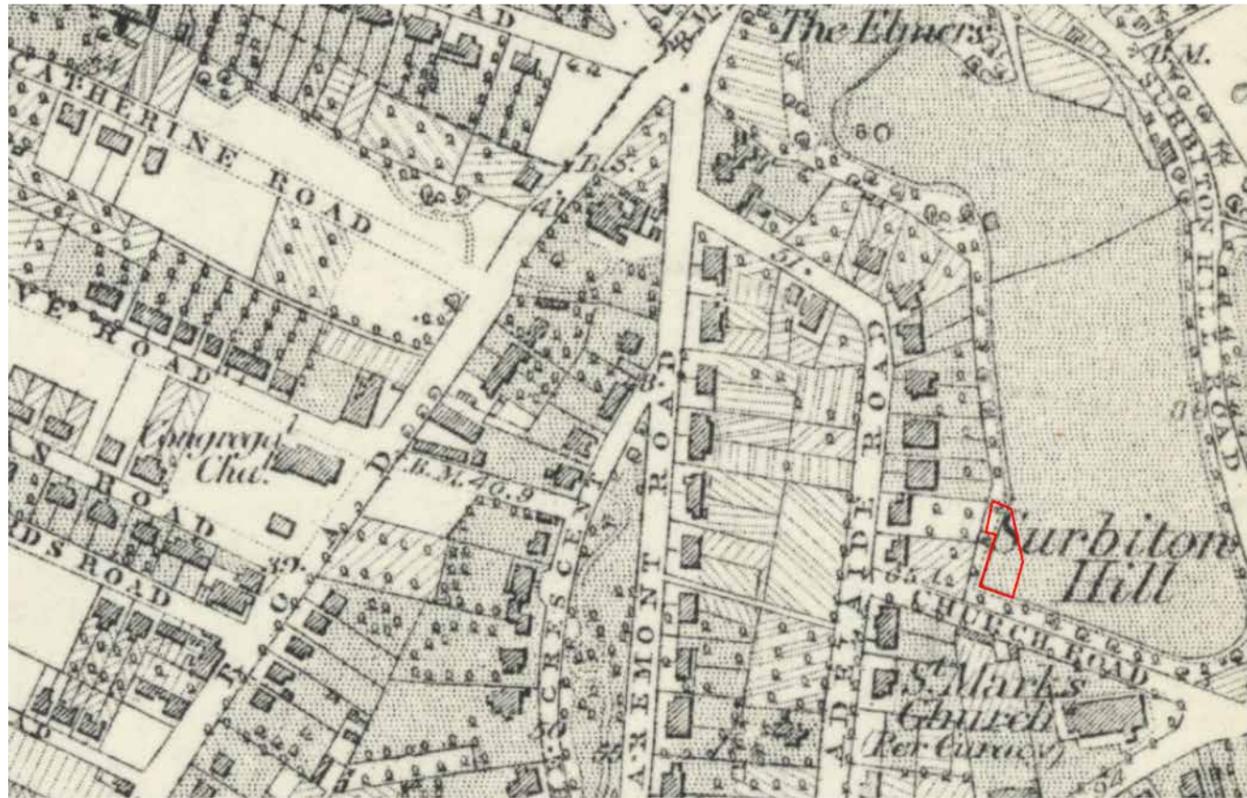


3.0 Opportunities & Constraints

Historical Analysis



Surbiton town formed into existence when Kingston Council rejected the London-Southampton railway line from passing through Kingston. Instead the railway line was pushed further South, and Surbiton Station and town was created. The site formed part of Surbiton Hill and during the latter half of the 1800's, a large dwelling or villa was placed. Most recently, a large apartment block was built directly opposite the site which inherently forms our most prominent precedent.



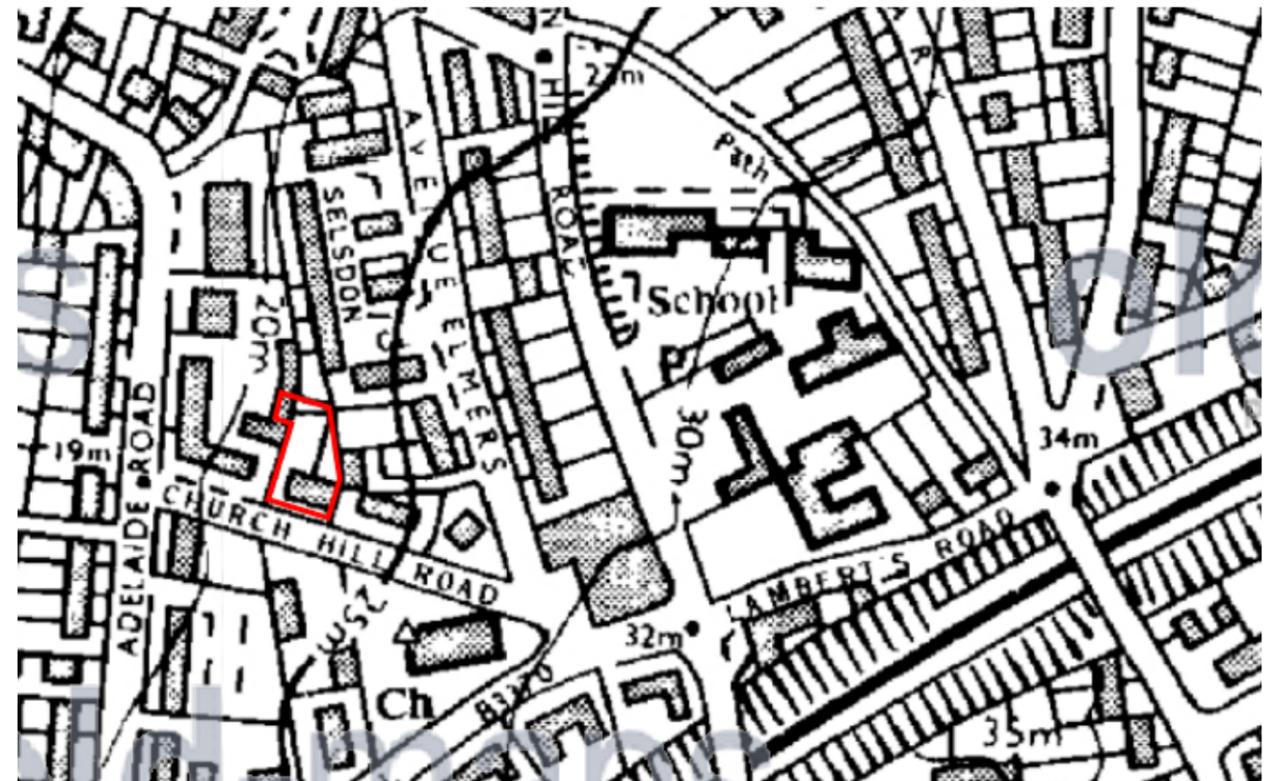
1869



1895



1968



1987

3.0 Opportunities & Constraints

Planning Policy

NPPF

The National Planning Policy Framework (NPPF) outlines the Government's planning policies for England and how they should be implemented. The NPPF provides a framework within which local people and their accountable councils can produce their own distinctive local plans. Local plans should reflect the needs and priorities of their communities based upon the framework set out by the NPPF.

A part of the NPPF highlights the importance of delivering a wide choice of high-quality homes, widening the opportunities for home ownership and thus creating inclusive and mixed communities. Additionally, the government highlights the importance of creating sustainable developments that seek to improve the quality of the built, natural and historic environment. These developments should tackle various roles such as economic, social and environmental.

The government is also committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths. As part of the NPPF the government states that local authorities should plan proactively to meet the development and needs to business' and support an economy fit for the 21st century. A part of this commitment also involves planning positively for the location and expansion of clusters of network driven, creative or high tech industries. Finally, the government also states that flexible working practices should be planned such that there is integration of residential and commercial uses within the same unit.

LOCAL PLAN

The government aim is to have each area in England to have their own local plan based upon the NPPF. The local plan sets out local planning policies and identifies how land is used, determining what will be built and in what location.

Local plans are able to draw from the NPPF while having the ability to analyse in the detail the local area. Local plans are important and effective as they directly involve the local people to develop and shape their own community.

Kingston's Core Strategy is a very important part of the LDF because it shapes future development and improvement and sets the overall planning framework for the Borough. The Core Strategy needs to balance environmental issues with economic and social needs and ensure that development is sustainable and does not cause irreversible harm to important resources and features. It sets a clear vision, closely aligned with the Kingston Plan (2008-2020) (the Borough's Sustainable Community Strategy), as to how the Borough should look and function and how development needs will be met up to 2027.

LONDON PLAN

Developed by the Mayor the London plan is also known as the Spatial Development Strategy (SDS) and is instructed by the Greater London Authority. The London Plan sets out an integrated economic, environmental, transport and social framework for the development of London, spanning over the next 20-25 years.

The legislation specifies that the London Plan should only deal with aspects that are directly of strategic importance to London and Greater London, while ensuring consistency with national policies and international treaty obligations.

The document combines all geographical and locational aspects of the Mayor's other strategies including the following:

- Transport
- Environment
- Economic Development
- Housing
- Culture
- Health and Health Inequalities

3.0 Opportunities & Constraints

Planning Policy

The key diagram highlights the various opportunities in the Borough

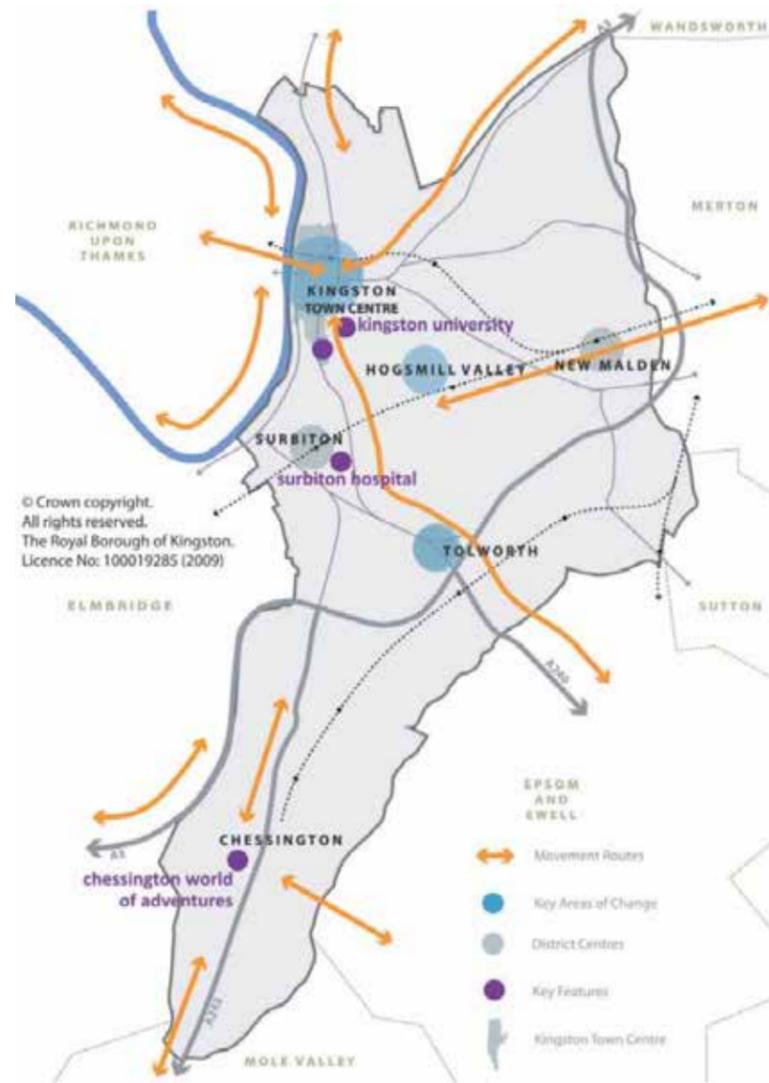


Figure 4 Opportunities in the Borough

The opportunities map highlights Surbiton as a district centre. Surbiton is unique in that it isn't a main large town centre such as Kingston, however it is a commuter hub with a plethora of movement routes passing through the town. This is highlighted by Surbiton's great transport links into central London.

Key Housing Sites

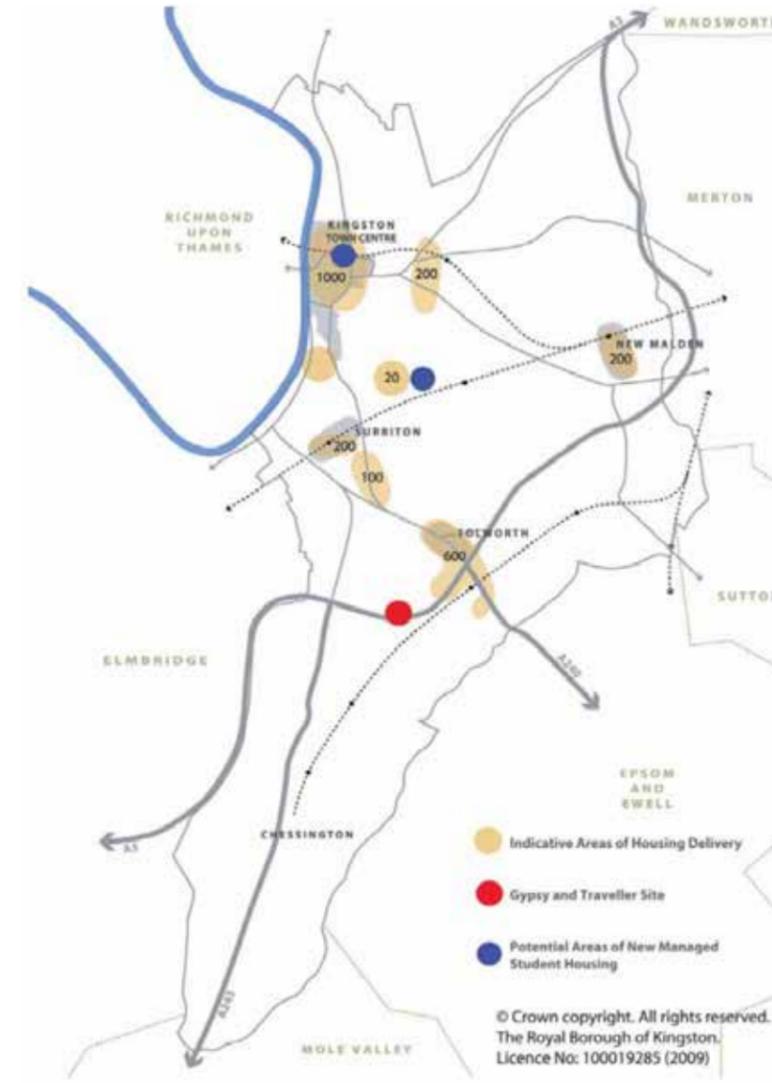


Figure 20 Key Housing Sites

The above diagram clearly highlights Surbiton and areas near to the site as an indicative area of housing delivery.

Public Transport Accessibility Levels

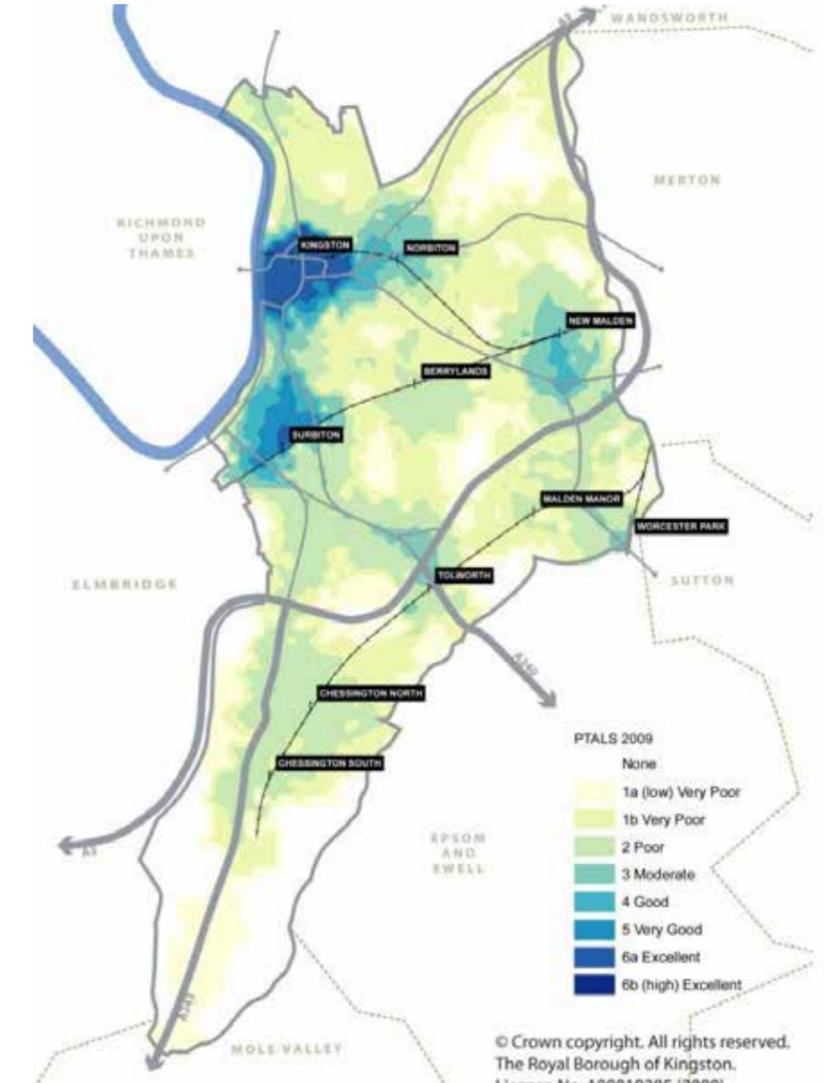


Figure 18 Public Transport Accessibility Levels

The diagram highlights Surbiton as a hub for transport links. Some parts of Surbiton and inclusive or nearby to the site are actually graded in the 'very good' or 'excellent' transport rating.

3.0 Opportunities & Constraints

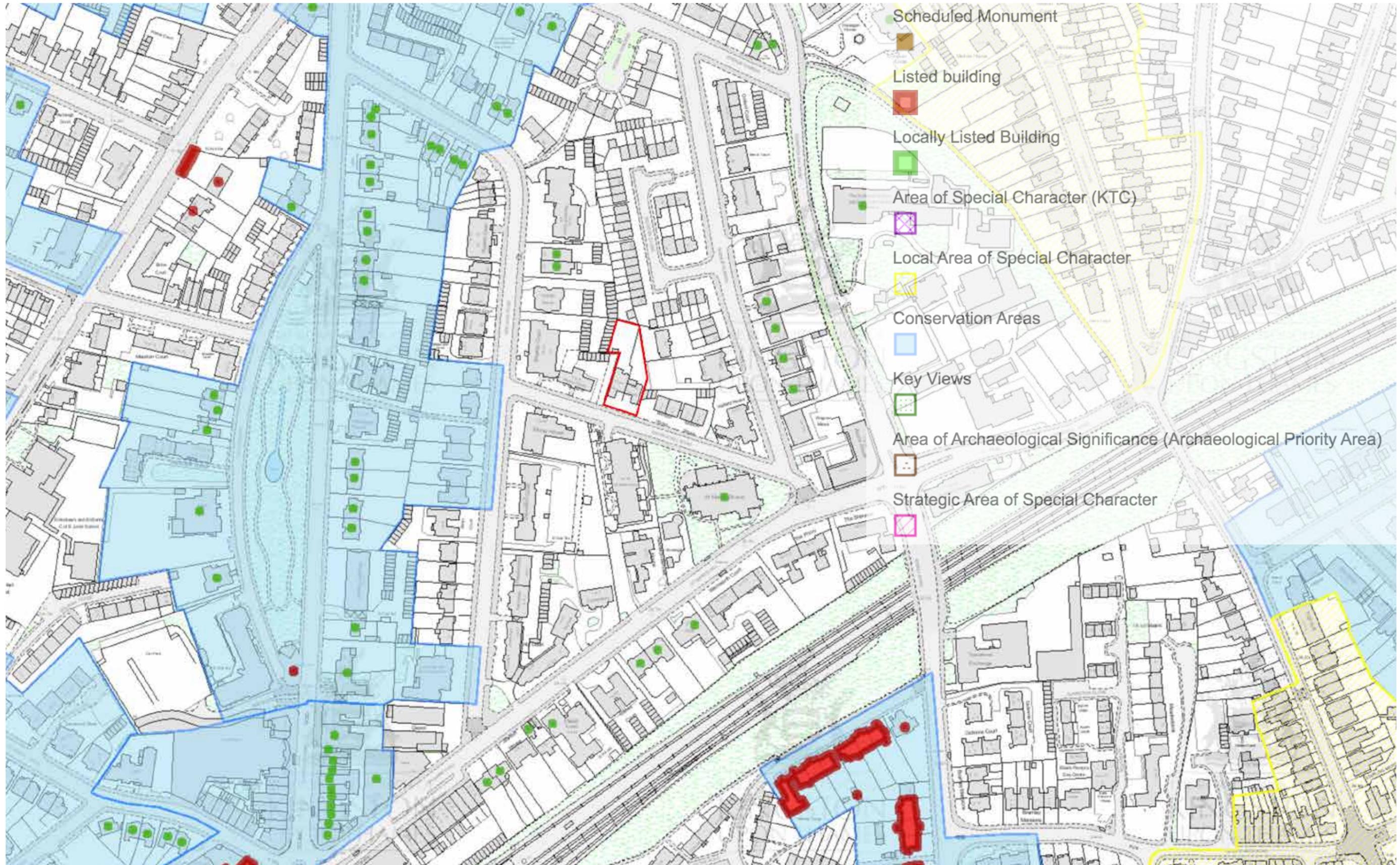
Current Site

Remnants of the original 17th Century Villa can be seen on the site, indicated by the two original brick pillars, on either side of the site. In between original construction and present day, the dwelling has been split and converted into the current arrangement.



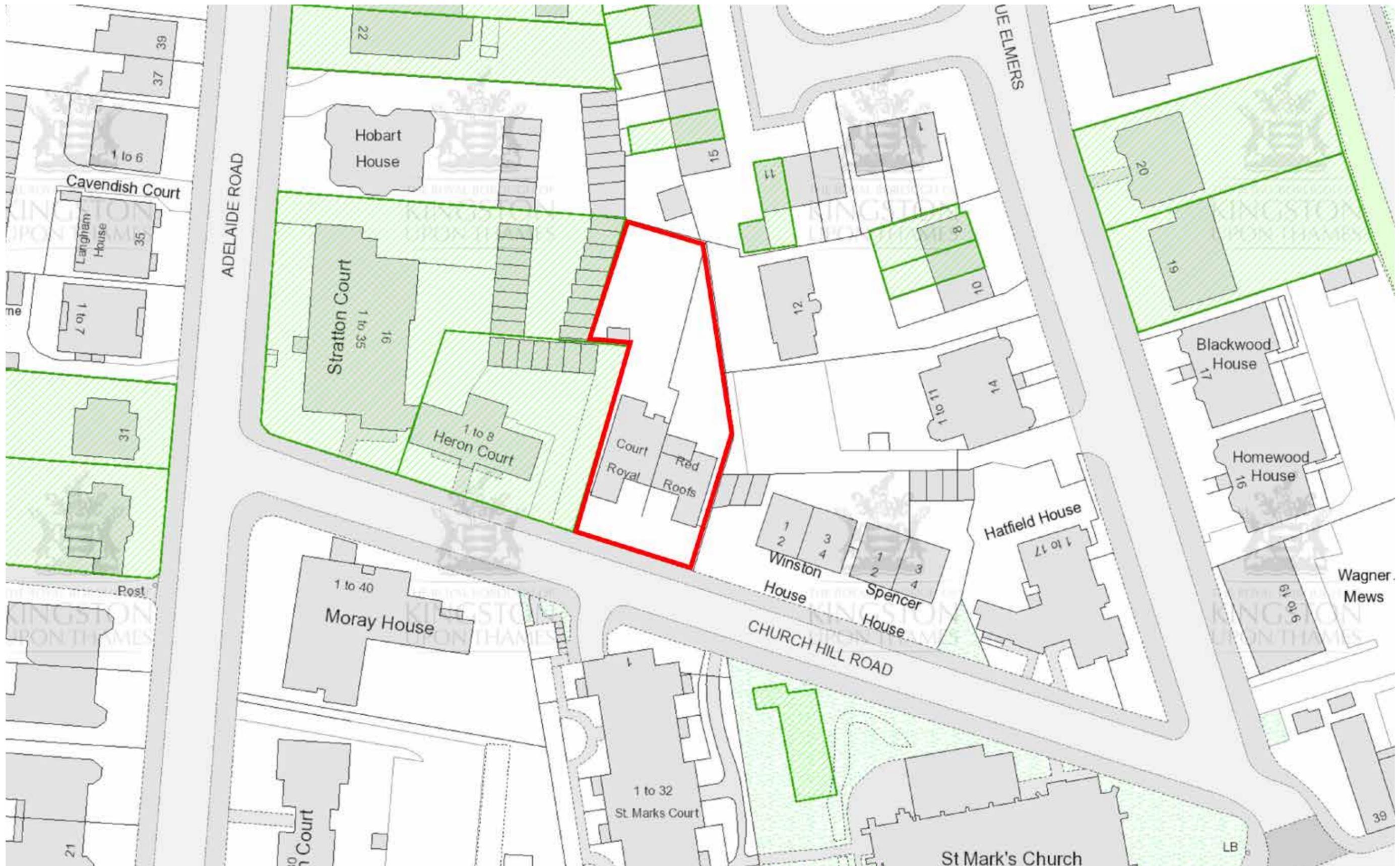
3.0 Opportunities & Constraints

Local Assessment



3.0 Opportunities & Constraints

Tree preservation



3.0 Opportunities & Constraints

Tree Preservation



The site does not comprise of any TPOs. However, there are 2 TPO's relatively close to the boundary of the site. The only one that may be affected, is tree A. Careful consideration to design will be implemented in order to mitigate any damage to the tree.

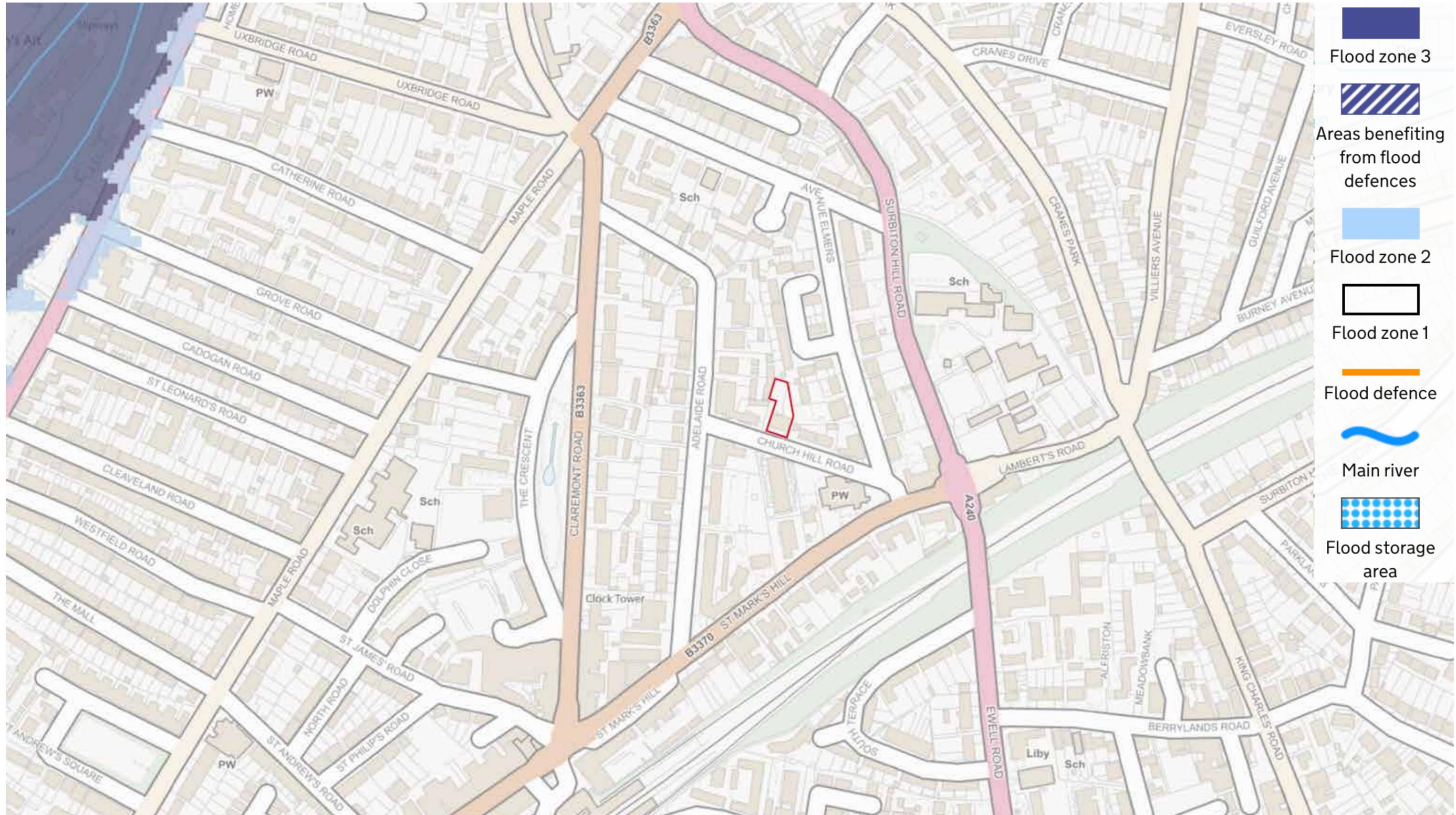
Please refer to the tree report by Tree Craft for further details.

3.0 Opportunities & Constraints

Flood Risk

The site is located in Flood Risk Zone 01 - Low probability.

Zone 01 is land having a less than 1 in 1,000 annual probability of river or sea flooding.

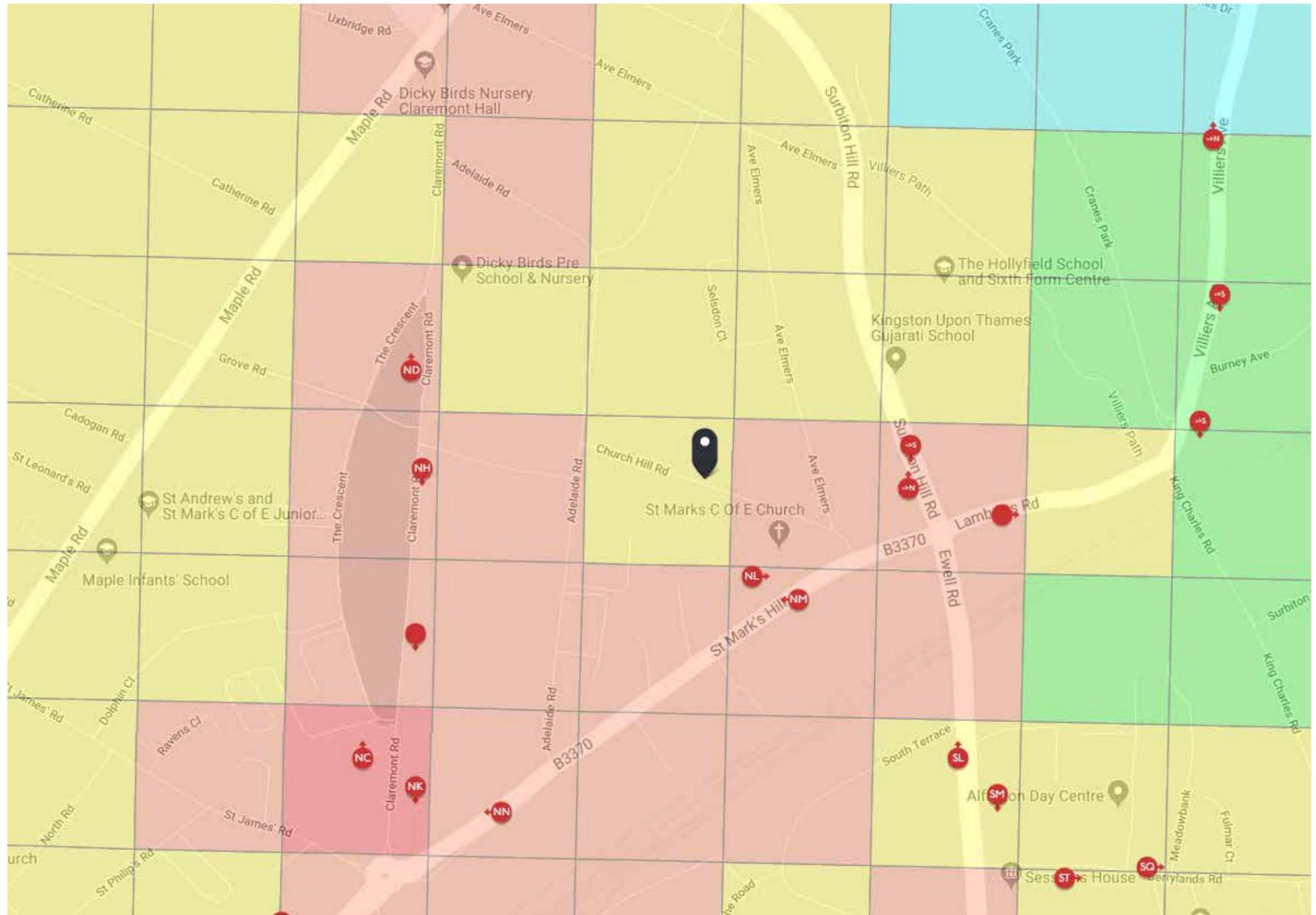
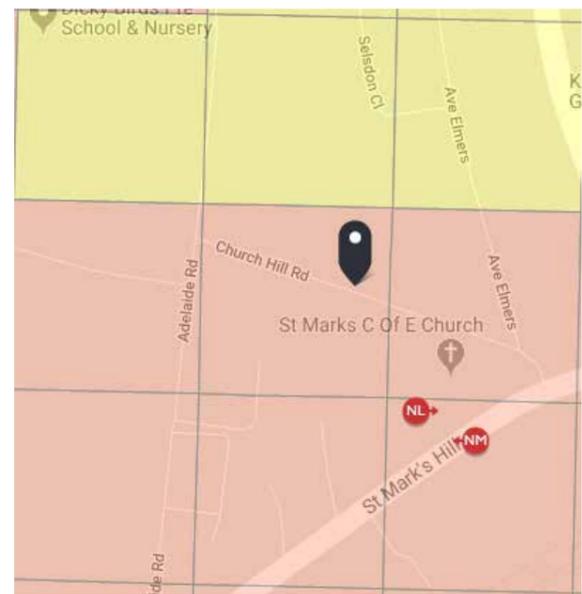


3.0 Opportunities & Constraints

PTAL Rating

To the right is an extract from TFL website indicating that the site has a Public Transport Accessibility Level (PTAL) rating of 4.

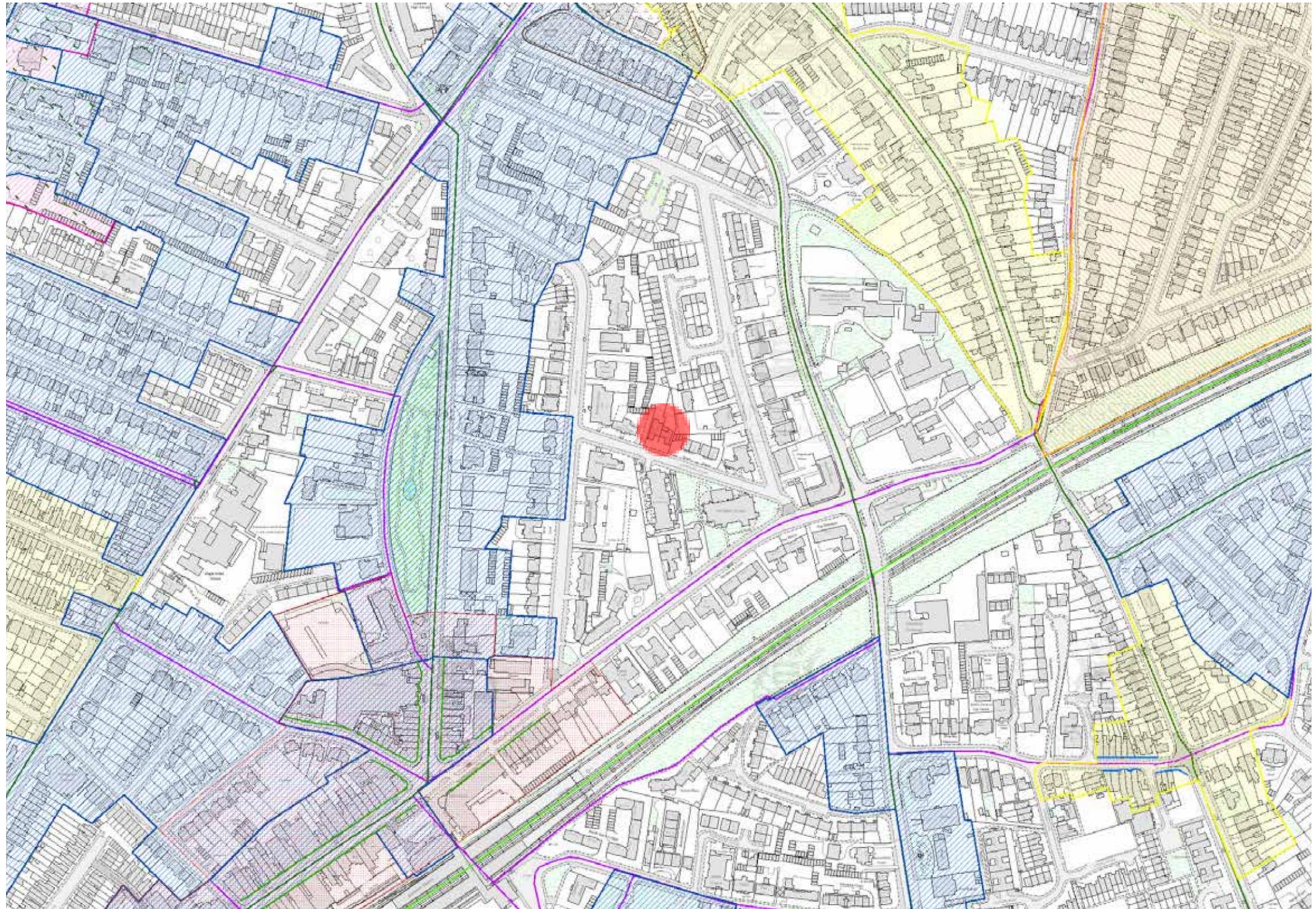
This is considered as average which supports the proposed typology employed on the site.



3.0 Opportunities & Constraints

Planning Policy

- Landmark Sites/Gateway Improvements (KTC)
- Neighbourhood Policy
- Major Developed Site
- New Public Space (KTC)
- Key Area of Change
- Proposal Sites (KTC)
- Gypsy and Traveller Site
- Strategic Site Allocation
- Waste Site
- Retail & Town Centres
 - Shopping Frontages
 - Other Shopping Frontages (KTC)
 - Primary Shopping Frontages
 - Secondary Shopping Frontages (KTC)
- Local Centres
- District Inset areas
- Primary Shopping Area (KTC)
- Kington Town Centre AAP
- Industrial Areas
- Character & Heritage
 - Key Views
 - Conservation Areas
 - Key Area of Conservation (K+20)
 - Strategic Area of Special Character
 - Area of Special Character (KTC)
 - Local Area of Special Character
 - Area of Archaeological Significance
- Sustainable Travel
- Natural & Green Environment
 - Green Corridors
 - Alcove
 - Green Chains



Site Location

3.0 Opportunities & Constraints

Adjacent Development

The site itself does not have any relevant planning history. However, there are many applications approved and on-going nearby. A very apparent planning approval and construction is the St Marks Vicarage apartments, which was validated in 2008 – situated opposite Court Royal and Red Roofs.

09/16143/HOU - Householder

Single storey rear extension to create new bedroom and 1.5metre extension to existing sun room.

Address: COURT ROYAL, CHURCH HILL ROAD, SURBITON, KT6 4UG
[View location on map](#)
Ward: St Marks
Date valid: 21/08/2009
Images: [View images](#)
Decision: Permit with conditions 09/10/2009

Planning application details for application 08/16113

FORMER ST MARKS VICARAGE 1 CHURCH HILL ROAD SURBITON

Proposal

Site description: ST MARKS VICARAGE, 1 CHURCH HILL ROAD, SURBITON, KT6 4UG
[View location on map](#)
Application type: Outline Application
Details: Outline application for demolition of existing buildings and erection of a five storey block of flats comprising 4 x 1 bed units, 21 x 2 bed units and 7 x 3 bed units with basement parking
Date received: 04/03/2008
Date valid: 11/03/2008
Images: [View images](#)
Neighbourhood: Surbiton
Ward: St Marks
Officer: Former RBK employee Paul Bradbury
Comment:

Decision

Decision target d: 03/05/2008
Status: Grant Outline Permission with Conditions 17/09/2008
Subject to S106 Agreement
Level: Committee Decision
Committee: Surbiton
Committee date: 21/05/2008

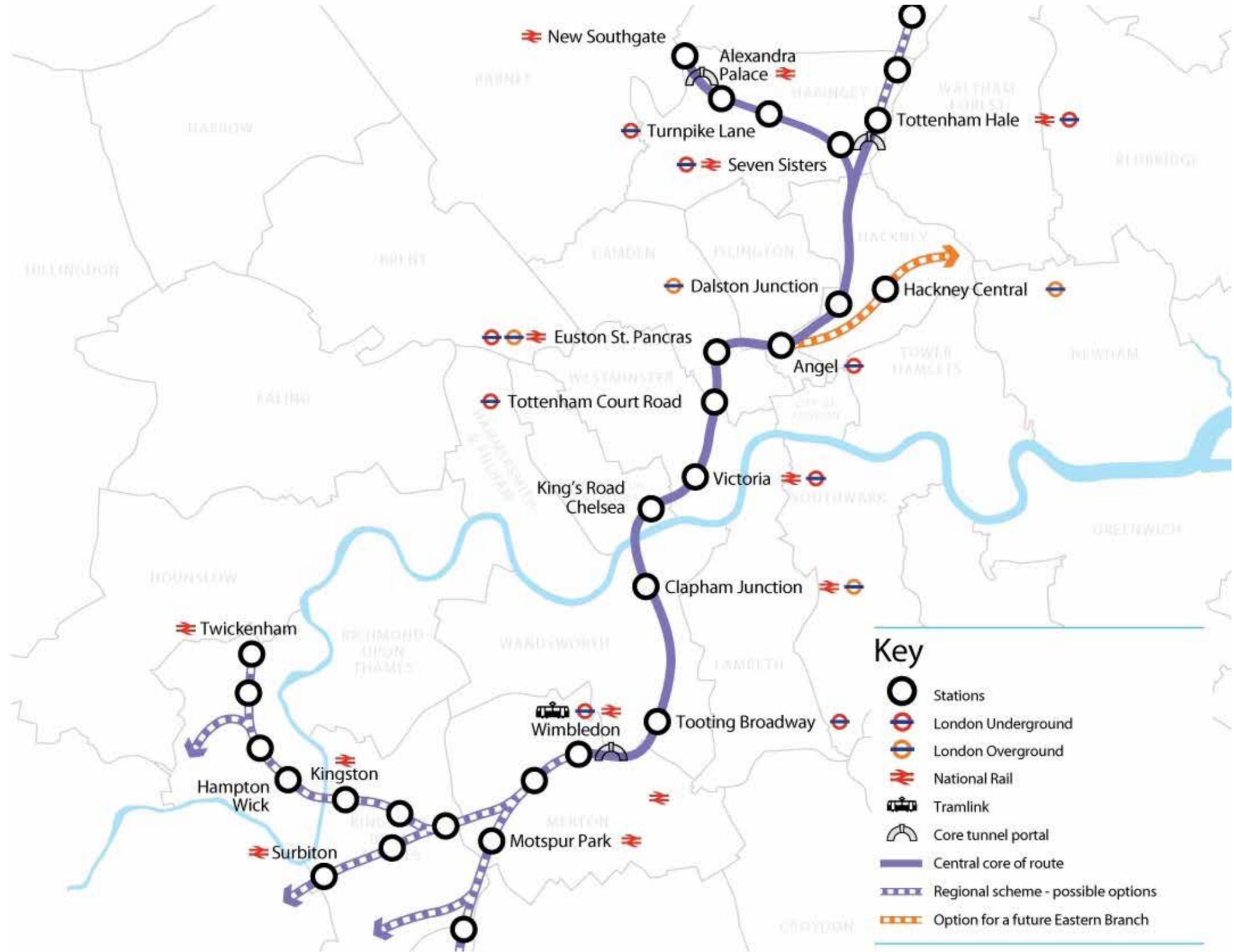


3.0 Opportunities & Constraints

Crossrail 2

Crossrail 2 is a proposed rail route in South East England, running from nine stations in Surrey to three in Hertfordshire, providing a new North-South rail link across London. It would connect the South Western Main Line to the West Anglia Main Line, via Victoria and King's Cross St Pancras.

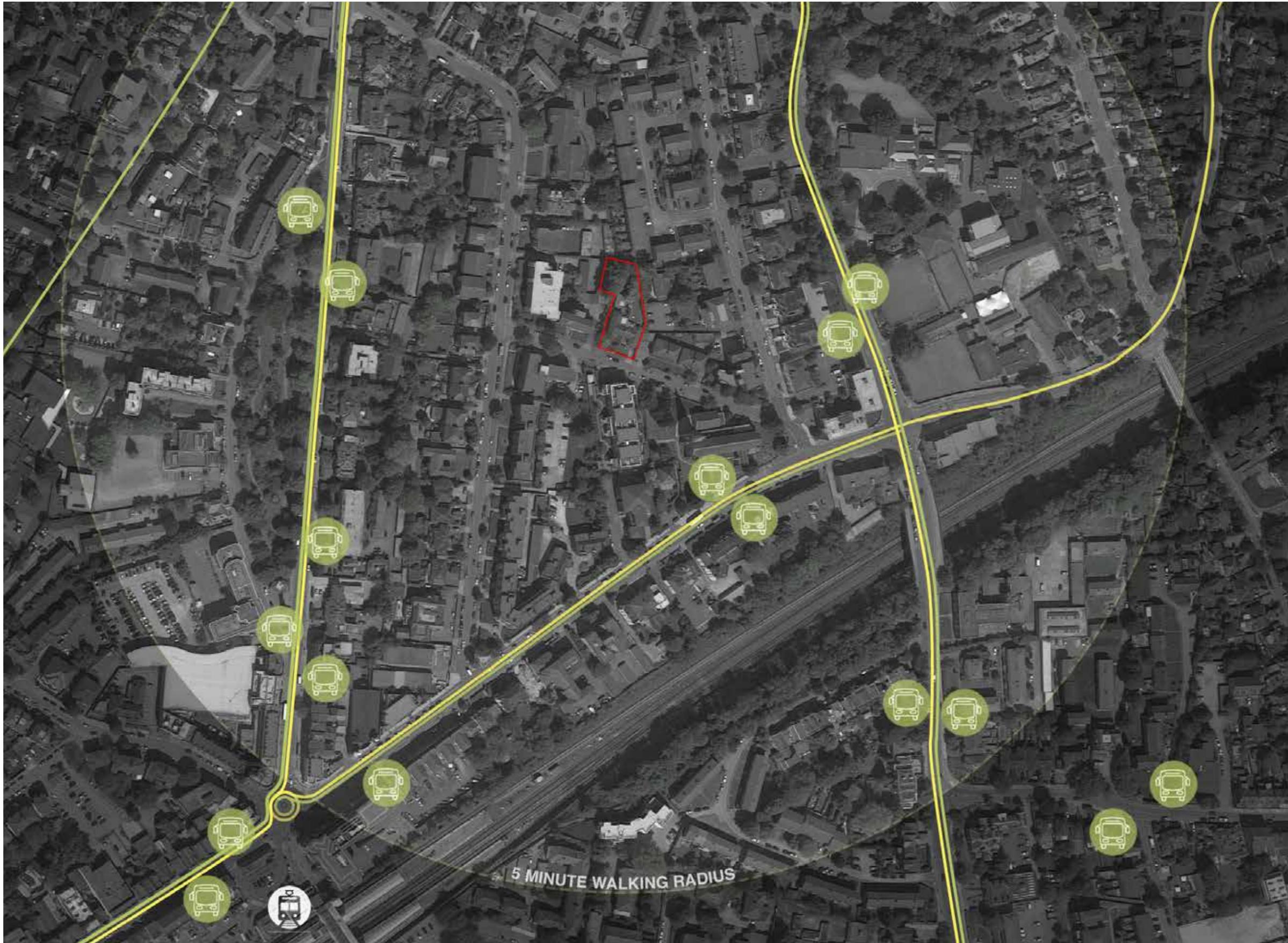
With the addition of Cross Rail 2, transport links will be improved in the area, increasing the desirability of area, thus encouraging a greater housing supply.



3.0 Opportunities & Constraints

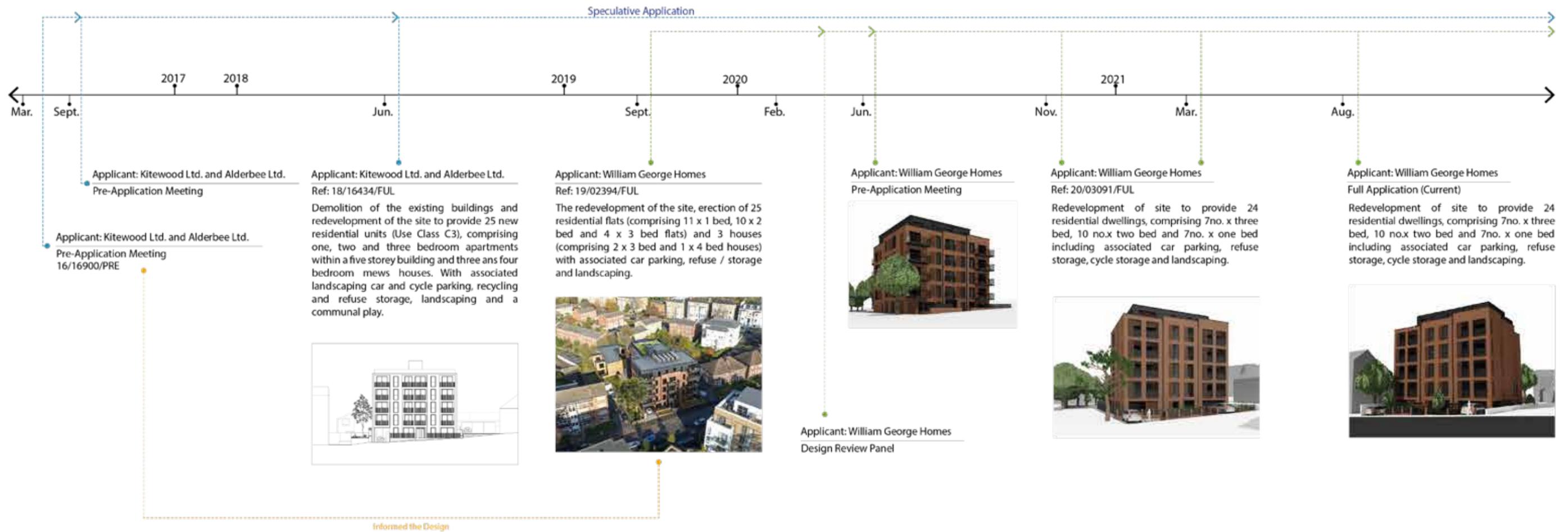
Transport Links

The map below shows transport links in the local area. The yellow line shows cycle routes and the green is bus routes.



4.0 Design Development

Planning Timeline



4.0 Design Development

2018 Application, By Others



1.0 MEETING MINUTES

Affordable Housing

- 1.01 JB introduced viability. JB stated a high level financial assessment had been undertaken and contact made with three RP's from the Councils approved list and one RP outside of the Councils approved list. JB noted a lack of response from the RP's to date.
- 1.02 SD stated the Council would seek to contact the RP's to assist in receiving a response. JB to email SD with details of RP contact to date.
- 1.03 SD stated the Council has a priority for affordable housing onsite subject to viability. SD stated RP's will often take single floors within developments. SD noted the lack of available land within the borough that the Council is able to develop itself and therefore the Council does not have a preference for off-site contributions.
- 1.04 JB noted that lack of response from the RP's to date. In response, SD stated the RP's can be less responsive at pre-application stage but often bid for them once online in the later stages.
- 1.05 JB stated that at the current time the viability would suggest the provision of five policy compliant affordable units. SD mentioned a scheme at Brighton Road which also provided 7 affordable units.
- 1.06 SD made reference to the Councils Viability SPD. JB stated the viability work will be in line with this document.
- 1.07 CD presented the revised scheme.
- 1.08 DO queried the height at ground level around the site and requested that spot heights are included on a site plan. AC confirmed site levels.
- 1.09 DO queried whether the proposed vehicle access was for personal vehicles or just for emergency vehicles only. CD confirmed the vehicle access is for emergency vehicles only and is a suitable height and width.
- 1.10 DO requested the approved application to the north east of site (12 Avenue Elmers) is shown on the site plan to provide context. DO stated the relationship between the proposed rear gardens of 12 Avenue Elmers and the proposed scheme needs to be assessed- screening on rear balconies may be required. DO stated the scheme must be aware of balconies overlooking the rear gardens of the approved development and this should be mitigated as far as possible.

Quality of accommodation

- 1.11 AF questioned the driver of the quantum of development at the rear. CD stated the key driver was the architectural aspect, to ensure the scheme is in keeping with the surrounding development to the rear of the site. CD suggested the possibility of having a lift within the rear mews and altering these to flats, but the massing of the mews is considered to more appropriate.
- 1.12 AF stated the Council would consider the Mews houses to be family units and therefore these must provide adequate amenity space in line with policy. AF questioned MV as to whether the reason for the number of units at the rear was for financial purposes. CD responded to state it was considered appropriate to the site.
- 1.13 DO noted that it appears the scheme has tried to meet the policy requirement for 3 bedroom units but does not meet the amenity space required for these units. DO questioned the usability of the garden space proposed for the Mews houses, and whether this provides enough room for four persons to sit around a table. DO stated the scheme needed to provide at least 13sqm per 3 bedroom unit.
- 1.14 DO requested clarification on the location and amount of communal amenity space proposed. BG questioned whether the Council would consider roof gardens to be acceptable. DO stated the Council accept roof gardens as private amenity space. DO stated the Council have a preference for larger more useable amenity space as opposed to a number of small unusable areas.
- 1.15 AC questioned whether the over provision of communal space would outweigh the shortfall in private amenity as stated within the Councils

policy. DO stated that the preference is for balconies to meet the policy requirement in the first instance and only where this is not possible should the scheme provide the shortfall as communal amenity space.

- 1.16 CD presented the Townscape Analysis
- 1.17 DO questioned the use of the land to the rear of the site, and what the scheme was building up against at this boundary. DO requested the use/appearance of the rear (north) of the site be documented within the submission.
- 1.18 AF queried the potential users of the mews houses and stated the houses should be designed with this in mind. CD questioned whether the Council would be more comfortable with flats at the rear. DO stated there's no objection to the mews style houses in principle, the concerns lie with the amount of amenity space these provide.
- 1.19 AF stated the Council would allow the project team to redesign the rear and issue revised drawings for comment on within the written response. AF stated the heritage statement and transport briefing note will also be commented on.
- 1.20 DO stated the starting point is to meet the minimum quantitative threshold then meeting the qualitative threshold for amenity space. DO stated that providing flats as opposed to houses may not address the amenity concerns and this may not be desirable for the client either.
- 1.21 **Height and massing**
DO stated the analysis that has been undertaken is good, however the height of the flatted accommodation is not appropriate. BG responded to state the height of the proposal is the same as surrounding development.
- 1.22 DO considered five storeys would be more appropriate on this site. DO considered that the building extends deep into the site which exacerbates the height of the form. DO considered that there would be a major impact when viewed from down the hill.
- 1.23 MV questioned whether concerns would be alleviated if the 6th storey was broken up or if the block was split. DO stated that the height is the general concern. CD questioned whether the issue lies with the way the scheme had been designed. DO considered this was not the case and was uncertain as to how this height could be justified.
- 1.24 DO questioned whether the installation of front doors direct from the street for the ground floor units had been explored and stated this had been explored elsewhere in recent schemes. CD stated no, but suggested this could be explored as an option.

Parking

- 1.25 BG questioned whether the principle of the proposed parking provision would be acceptable. AF stated highways tend not to support wheelchair parking spaces on the highway as these would be difficult to control. JD noted that this would have an impact to the amenity on site if parking was required to be onsite. JD questioned whether the project teams transport consultant could discuss parking directly with the Councils highways team. AF stated highways will provide comments in the first instance and then discussions can be had following this.

4.0 Design Development

2019 Application



The proposal fills the site too much and in the wrong places. Whilst the principle of a 5-storey building here works, the quality of the open spaces is not good enough to make that height work successfully at present. Many of the proposal's problems stem from the decision to place the parking at the rear, and the consequent access requirements for this. This, coupled with the presence of mews houses at the rear, has knock-on negative consequences for the quality of the rest of the proposal. A large number of the issues that are detailed in this report, related to access, play, amenity and interior space, would all be easier to resolve if the parking was at the front and there was no mews housing.

Key recommendations

1. The parking should be moved to the front of the building to allow numerous benefits to access, amenity and play, and to allow the overall massing and layout of the main building to be improved.
2. The mews houses should be reconsidered. The potential to replace those homes in the main building could be considered but this may or may not work.
3. The contribution to the quality of the site provided by the existing greenery and biodiversity at the rear of the building should be recognised. The trees at the rear should be retained to maintain this, allowing this space to be the focus for landscape and play.
4. The internal flat layouts should be improved with the number of single aspect units reduced and a better relationship between the internal layouts and the external space, particularly at the front of the building.
5. The use of cladding at the top of the building should be reconsidered and a simpler architectural style that makes better reference to the surroundings should be considered.



4.0 Design Development

2020 Design Review Panel



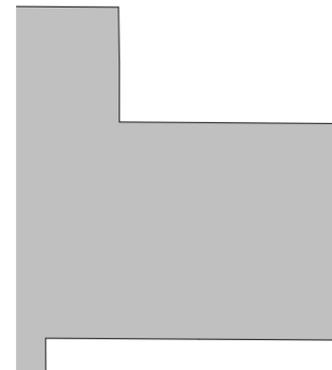
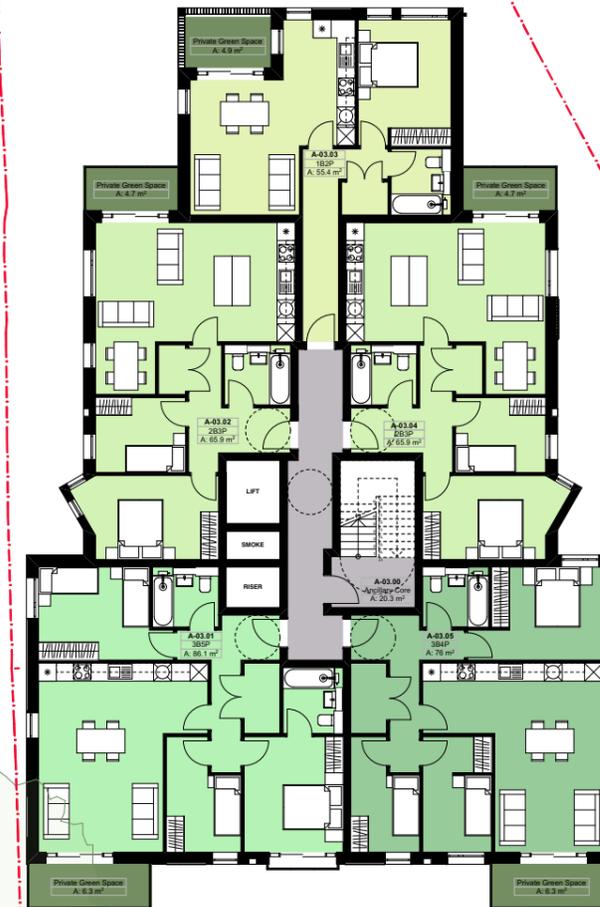
The updated typical floor plan vastly improves the overall floor plan and responds directly to comments made at the DRP.

Arguably the most obvious change is the removal of the studio unit on the south elevation. Studios in general are less desirable and are by definition are smaller than other dwelling types. Therefore, removing the studio and creating two larger 3-bed units which span across the south elevation introduce larger, higher quality dwellings with equally large private amenity space.

The two 2-bed units on the east and west flank walls are now dual aspect, with their living spaces containing multiple windows facing different directions. Their balconies are no longer awkward triangular shaped, but instead large rectangular shaped - allowing for better use of space. There is also still scope for screening if needed.

Some balconies are shown to be less than London standard, however for the final submission they will all be compliant with national standards.

The northern most dwelling is truly multi aspect and includes an inset balcony.



4.0 Design Development

Summary of 2020 Application improvements

		<h1>Court Royal & Red Roofs Planning Commentary</h1>	
Number	Document	Comment	Rectification
1	Formal pre-application response	Significant concerns have been raised by the Council's Urban Design Officer, with regards to the building envelope's massing, bulk and depth.	The overall bulk, scale and mass has been altered significantly. The new proposal reduces the amount of potential overlooking and overbearing to the neighbouring properties. The height and scale of the front elevation is similar to previous application which was considered largely agreeable.
2	Formal pre-application response	The proposal creates an inappropriate relationship with neighbouring properties, noting its siting projects beyond the established front building line on this side of Church Road...	The building line has been pushed back to be in line with the neighbouring properties.
		...coupled with the very limited separation distances from the side boundaries.	The building has been made narrower to allow for more space between the side of the building and the boundary.
3	Formal pre-application response	Moreover, the proposals prejudice the possibility of future redevelopment on the adjoining sites.	The new proposal provides a bare minimum number of side facing windows so as to not jeopardise future development of adjacent site, particularly at Winston House (to the east)
4	Formal pre-application response	The unit labelled as 'A-00.01' would be single aspect, with the principal windows some 3m from the boundary treatment around the perimeter of the private garden.	All dwellings are now dual aspect.
5	Formal pre-application response	The unit labelled as 'A-00.04' would be single aspect with windows located 1.3m from the side boundary (at the closest point).	All dwellings are now dual aspect.
6	Formal pre-application response	The proposed units on the second, third, fourth and fifth floor would contain a number of habitable rooms windows which would face towards the external amenity space of the neighbouring properties.	The typical floor plan has removed almost all windows that face neighbouring properties. The windows and openings at the rear of the building have been orientated so that they face away from the neighbouring properties amenity space, and instead are directed towards the trees within the site.
7	Formal pre-application response	A number of the units would fail to meet the minimum private amenity space requirements set out in Policy Guidance 14 of the SPD. The proposed private gardens serving units 'A-00.01' and 'A-00.04' are also questioned with regards to their practicality and usability. Given the area of the proposed communal garden at approximately 300 sqm, it is considered that in terms of quantum future occupiers would have an acceptable provision of external amenity space. However, given that design amendments are required, the applicant should review the layout of the proposed external amenity spaces in terms of quality, particularly at ground floor level .	Large (10sqm) balconies, gardens and terraces provided for the vast majority of dwellings.
8	Formal pre-application response	There are significant concerns about the impact the proposed development would have on the amenities of the single storey dwelling at No.12 Avenue Elmers, in terms of outlook daylight/sunlight, overbearing impact and sense of enclosure. Whilst it is appreciated that there is a variance in site level between the application site and No.12, this would not mitigate the harmful impact the proposal would have to the living conditions of this neighbouring property.	The reduction in bulk, scale and mass has been designed so that the rear of the building has been pushed back to be in line with the property at No.12 Avenue Elmers. This has many advantages, for example the perception of overbearing has been significantly reduced. Additionally, the proposed building does not significantly impact the daylight the neighbouring property receives. Furthermore, the balconies all are orientated away from the neighbour and are in some circumstances are even separated by a winter garden. Lastly, any side facing windows that potentially overlooked into No.12 Avenue Elmers, have been omitted.
9	Formal pre-application response	Furthermore, the current arrangements, whereby the proposal contains numerous habitable rooms window fitted on both flank elevations, would give a perceived sense of loss of privacy for the occupiers at No.1-8 Heron Court, 1-2 Winston House and No.14 Avenue Elmers.	The vast majority of windows have been removed from the flank walls. This works to reduce any perceived overlooking, while also reducing the impact on any future neighbouring development.
10	Formal pre-application response	There are concerns about the option of redesignating existing CPZ street parking spaces to the front of the site to disabled spaces which would serve the proposed development. This option is considered to not only conflict with London Plan Policy 6.13 which states that disabled parking spaces should be provided on-site, but would also prejudice the number of street parking spaces within the CPZ, which is already heavily oversubscribed. It is recommended that the applicant reconsiders the layout of the proposed development to accommodate the required disabled parking spaces on-site.	The car parking spaces have now been relocated to within the site and also takes advantage of the existing crossovers.

4.0 Design Development

2020 Application



The 2020 full planning application design encompassed all of the comments made at the design review panel and the most recent pre-application advice.

The most obvious and transformative change to the project lies with the bulk, scale and mass. At the front of the building, the building line was pushed back to be in line with the neighbouring building. At the rear, the building form has been changed drastically to ensure the neighbouring property at the rear does not lose their sense of privacy or create an unnecessary sense of overbearing. The building was set back even further with aspects facing away at typical floors to further reduce the impact upon the neighbouring property.

Additionally, openings on the flank walls were reduced and/or eliminated completely to ensure that there was no overlooking, or prejudice to future development. This also meant that there was no need for frosted/obscure glazing. Furthermore, the vast majority of units provide amenity space which meets Kingston's space standards of 10sqm each. Some dwellings have less than 10sqm but more than 5sqm to be in line with London plan. Where units fell below Kingston's space standard for amenity space, their internal space was increased to meet the standard.

We have provided on-site private parking for the wheelchair accessible units and also have moved a large majority of the cycle parking to the secure shelters at the front of the building.

