

DESIGN ASSESSMENT 441-447 EWELL ROAD, SURBITON

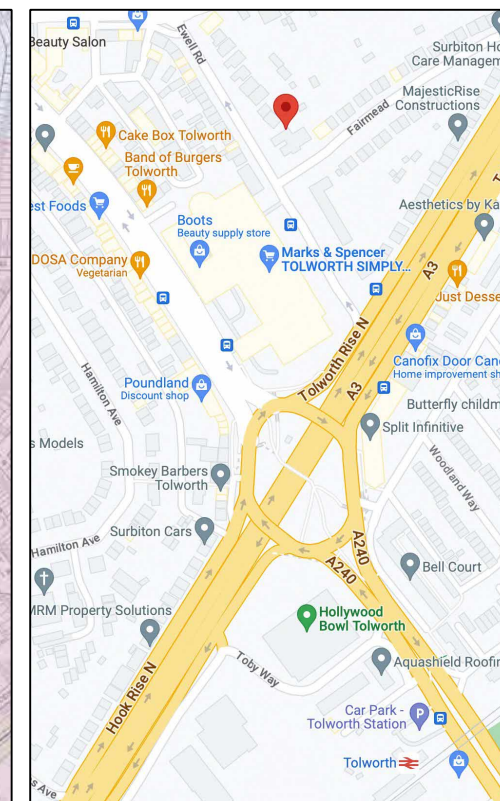
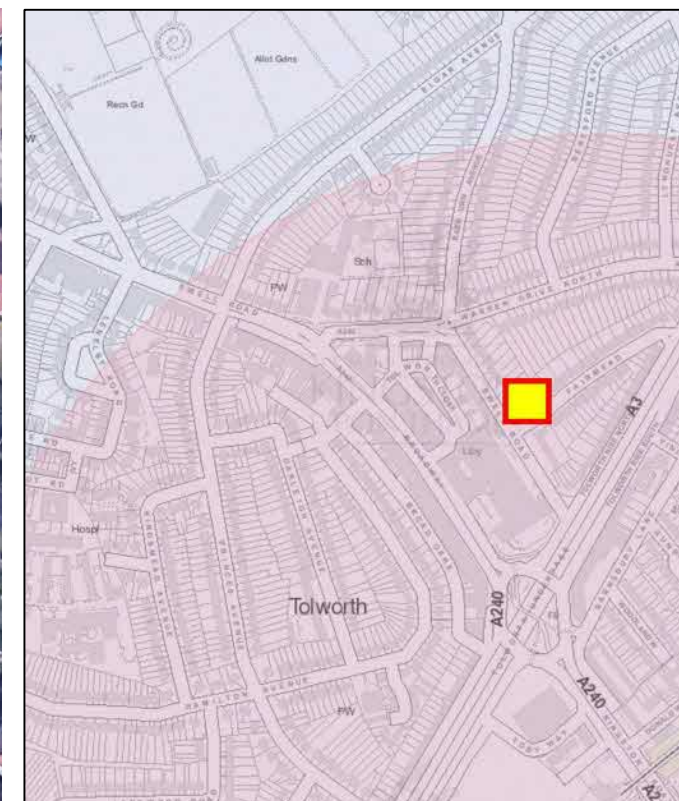


Proposed Front Elevation
Scale 1:100



Proposed Side Elevation
Scale 1:100

SITE ANALYSIS



The application site is located on an overgrown corner plot fronting Fairmead and Ewell Road. The site area is approx. 1200m² and currently houses derelict buildings once used as a nursery and dance studio, which ceased in 2011 and reprovisioned locally. The site has been vacant since 2011 and sits within a mix character of sub-urban housing and opposite taller commercial buildings including a parade, a Hotel and Tower Block with further potential development of new towers subject to planning consideration.

The site is a brownfield site located within the District Centre close to shops, amenities, facilities, public transport and has extant permission for residential development in the form of a 3-storey 'L' shape flat roof building accommodating 9 x 3 bedroom dwellings with onsite parking and cycle provision.

The site is not within a Flood Risk Area and is not within a Conservation Area and has no listed buildings onsite.

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EXISTING SITE

The application site has existing vehicular and pedestrian access off Fairmead. The site is derelict with run down buildings with a mix of over grown hedges around the side boundaries and trees to other boundaries . The site makes a negative contribution to local character.



SUB-URBAN HOUSING AT THE EDGE OF THE DISTRICT CENTRE



a mix of taller and traditional sub-urban housing along Ewell Road and Fairmead. Properties benefit from garage and driveway parking with many houses having roof accommodation and other extensions.

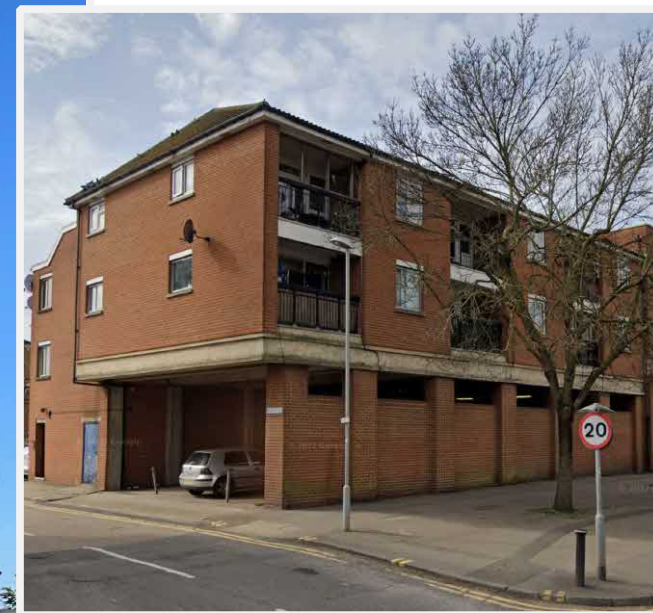
EXISTING RESIDENTIAL DEVELOPMENT ON EWELL ROAD AND FAIRMEAD



2-storey pitch roof building houses flats with access from Fairmead and Ewell Road.



EXISTING MIX USE DEVELOPMENT IN PROXIMITY OF SITE AND ON CORNER LOCATIONS



Mix of 3-storey flat and pitch roof development along Ewell Road and nearby junction, including modern flats and mix use commercial premises with flats above

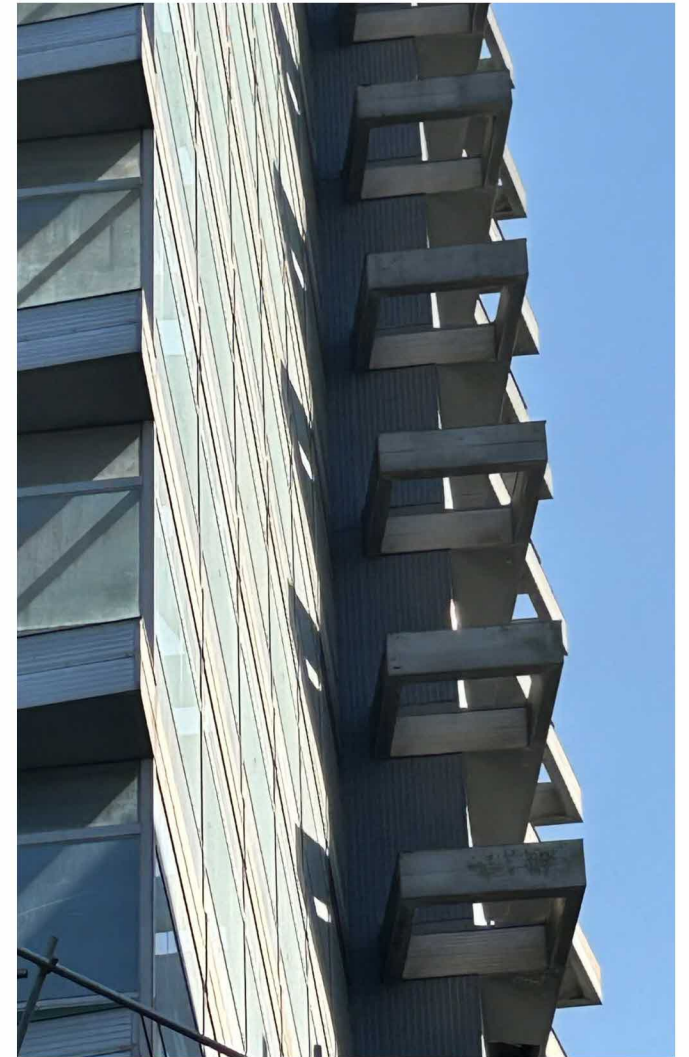
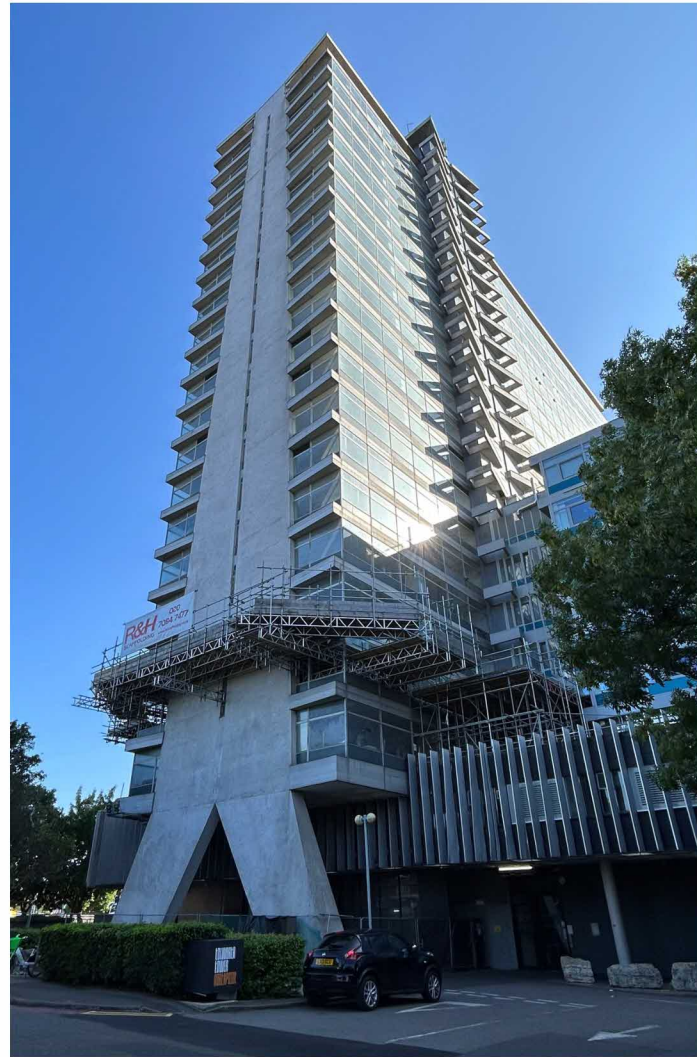
TRAVEL LODGE HOTEL OPPOSITE SITE



The Travelodge Hotel is located opposite the application site with a modern flat roof and largely glazed fascia. The building has 5-storey of accommodation with a parking levels that present the building with a 7 to 8-storey height.

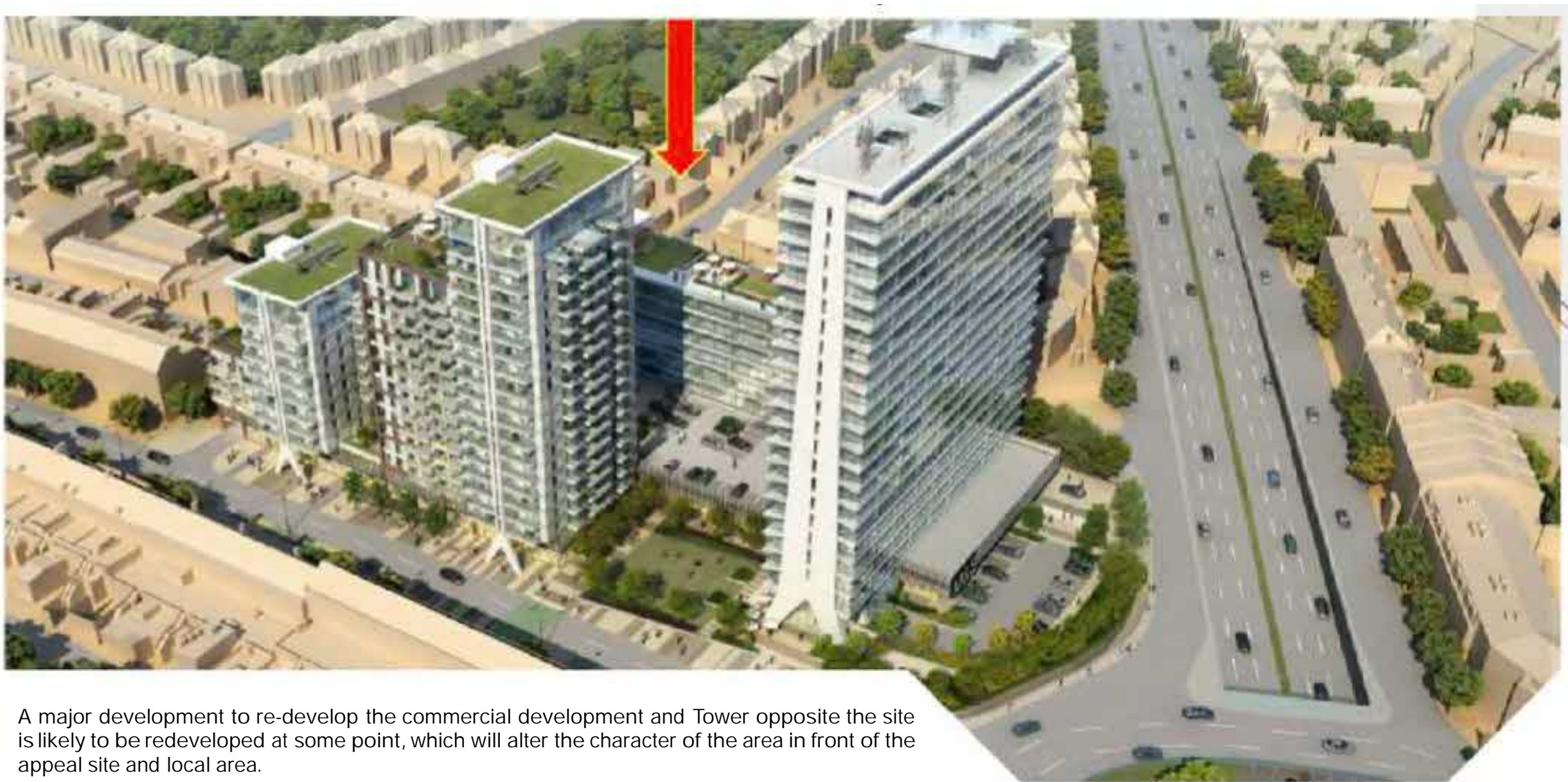


TOLWORTH TOWER LANDMARK BUILDING VISIBLE FROM SITE



TOLWORTH TOWER dominates the entrance to Ewell Road and is readily visible from the application site. It has 22 floors and former office now vacant and subject to mix use planning proposals. Designed by Richard Seifert in the 1960's who also design London's Centre Point tower. The design approach is one of metro-land modernism, which is reflected in Tolworth Towers design.

PROPOSED TOLWORTH TOWER DEVELOPMENT



A major development to re-develop the commercial development and Tower opposite the site is likely to be redeveloped at some point, which will alter the character of the area in front of the appeal site and local area.

KEY POLICY DESIGNATIONS

The site falls within the remit assessment of Policies H1 and H2 of the London Plan 2021, which seek to increase residential densities within 800m of a Town Centre and within PTAL 3 zones.

Furthermore the site is within the Council's own designated area of Key Areas of Change and Housing Opportunity Areas, both of which seek to make more efficient use of redevelopment to deliver new housing supply within the Borough through natural changes to scale, character and general density.

In the current position whereby the Council does not have a 5-year housing supply the significance of policies H1 and H2 of the London Plan 2021 together with the designations of the site for new higher density housing opportunity reinforces the need to take advantage of such locations to increase density to deliver good quality sustainable new homes.

The corner plot benefits from Extant Planning Permission (OUTLINE) for 9 dwellings but will still retain a significant frontage open area and rear garden area and given the central location of the site on the edge of the District Centre it merits further consideration to re-site and re-design a new development to seek to achieve more housing from the site, which if not done now would potentially be a lost opportunity.

POLICY H1 and H2 LONDON PLAN 2021

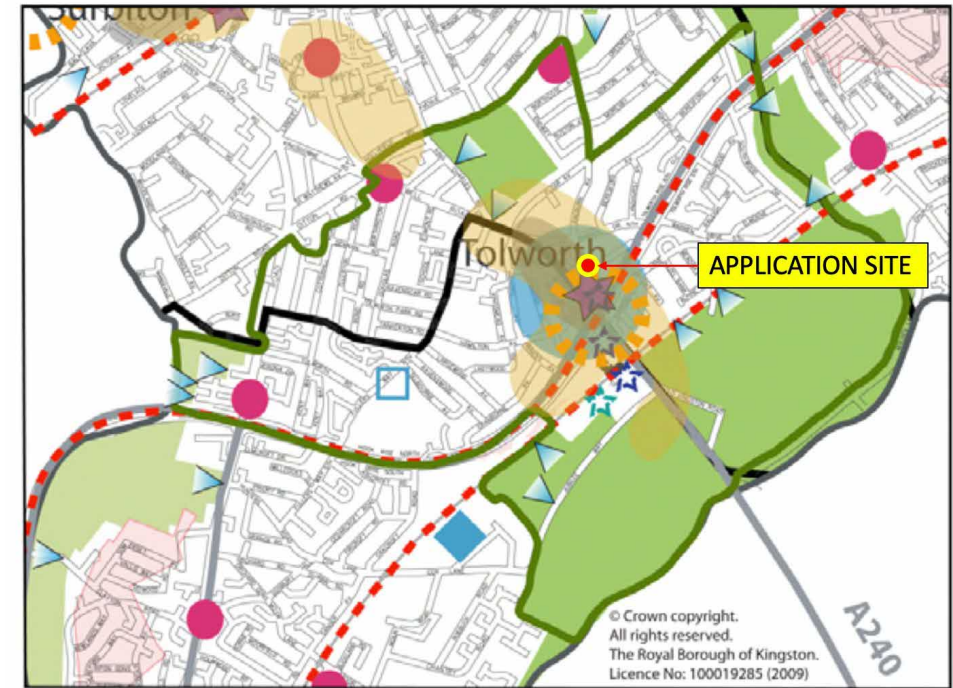
KEY AREA OF CHANGE

HOUSING OPPORTUNITY AREA

PTAL 3

RBK SMALL SITES NARRATIVE

DISTRICT CENTRE EDGE LOCATION



- Metropolitan Open Land
- Green Belt
- Local Centres
- Key Areas of Change
- ★ Strategic Landmark
- ★ Development Areas
- District Centres
- Tolworth Boundary
- Housing Opportunity Areas
- Locally Significant Industrial Site
- ◆ Strategic Industrial Location
- ★ Gateway
- ▲ Key Views into and out of Open Space
- - - Major Movement Barrier
- ★ Strategic Rail Freight Site

Figure 14 Tolworth Key Area of Change

RBK SMALL SITES NARRATIVE

What is a small site?

A small site is equal to or less than 0.25 Ha (2500 sq.m) and it should include access to the site. These are sometimes known as windfall sites as they are not generally obvious or large. A small site can be any site roughly no larger than a 1/3 of a football pitch and can accommodate any number of dwellings over one additional dwelling.

Areas best suited to small site development

Policy set out in the London Plan states:

London Plan Policy H2

Small sites are encouraged by incremental intensification of existing residential areas within PTAL 3-6, or within 800m distance of a station or town centre boundary.

For Kingston borough this means 800 metre distance areas around the ten train stations including Kingston town centre, Surbiton, Tolworth and New Malden district centres. This is shown on the Borough map on the right hand side.

New Homes

New homes on small sites in these areas are expected to play an important role in contributing towards the housing targets. The London Plan sets out a small sites delivery target of minimum 225 dwellings/year for the Royal Borough of Kingston. The type of homes can take a number of forms such as:

- New build
- Infill development
- Residential conversions
- Redevelopment or extension of existing buildings including non-residential buildings & residential garages

Small sites development conditions

Identifying opportunities for small housing development

Development opportunities can be found in street facing and backland sites. These are associated with terraces (**Figure B1**) and semi-detached houses (**Figure B2**). The two types of conditions - street facing and backland produce different design challenges. These are explored in more detail over the following pages.

Street-facing conditions refer to sites with direct access to the street.

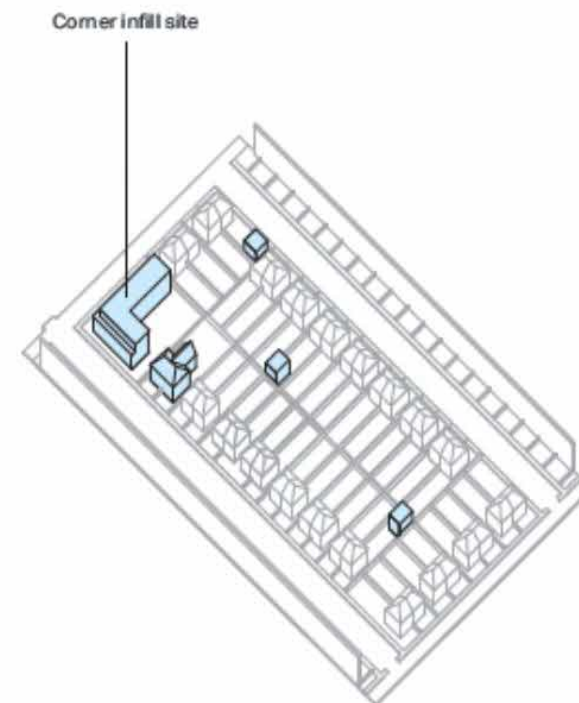
Backland conditions refer to sites behind development, commonly underused rear land, and in some cases brownfield land.

Subcategories are:

- Infill development within the curtilage of a house,
- residential conversions,
- demolition and redevelopment or extension of existing buildings.

RBK SMALL SITES NARRATIVE

As shown below the Council actively supports the redevelopment of infill corner plot developments to support increase housing supply. The application site is a corner infill site.



CORNER PLOT DEVELOPMENTS IN THE BOROUGH

RED LION ROAD, TOLWORTH

3 to 4-Storey residential building adjacent to sub-urban 2-storey pitch roof houses on a bold corner plot. This building infills a corner with access from ground floor entrances on both sides of the building. The siting of the building provides limited to no set backs from the public footpaths or entrances which in some cases boundary the public footpath. This building extends into a traditional sub-urban housing area, which have residential buildings set back from the road with driveway or landscaping areas in front.

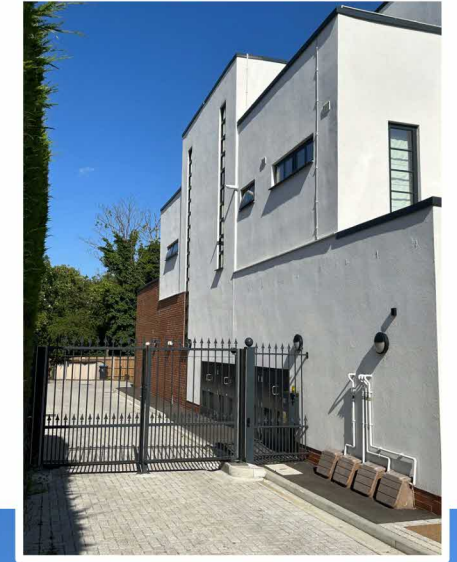
The same sub-urban houses opposite along Red Lion Road also have driveways and front landscaping set back. The new modern residential building is built tight to the corner boundary no doubt to make more efficient use of the site and being on a corner the absence of landscaping buffers has not hindered the development from being approved.



CORNER PLOT DEVELOPMENTS IN THE BOROUGH

RAEBURN AVENUE, SURBITON

3-Storey mix use building on an end of corner location adjacent to traditional sub-urban housing within a sub-urban location.



INFILL DEVELOPMENT ADJACENT TO SUB-URBAN HOUSING IN THE BOROUGH

36 VILLIERS AVENUE, SURBITON

4-Storey residential building with part basement adjacent to sub-urban 2-storey houses. The building accommodates 8 x 3 bedroom dwellings including 2 part basement family dwellings. The roof level dwellings are contained within a mansard roof.



SITE CONSTRAINTS

PARKING

A parking survey demonstrates that the surrounding streets will offer limited unrestricted parking opportunities and as such the proposal either provides sufficient onsite parking or seeks to encourage a car-free development with some parking such as disabled parking whilst the development itself is car-free by legal obligation. Given the sites accessibility to local services and presence of nearby public transport a car-free development is considered acceptable.

Car parking with access drives can reduce landscaping and dominate frontage character. Reductions in parking and access also increase lawn coverage across the frontages on both sides of the development.

CORNER PLOT

The corner siting of the site requires an active frontage on two sides as well as respecting the amenities of adjoining properties on two sides. The proposal as such needs to ensure the siting, massing, height and location of windows are such that they respect adjoining properties amenities and should consider making the most of the site frontage like other corner plots to provide good quality frontage landscaping.

TREES

The site benefits from a number of trees and as such any design should seek to retain as many good trees as possible and where any are to be felled two additional trees are proposed as replacements together with high quality landscaping to enhance any buildings siting on a corner plot.

SITING & HEIGHTS

The extant permission has provided a guide on heights and siting of new development. Any changes should be balanced against local character, a mix of heights in the area, separation distances from nearest properties, daylight and sunlight assessments and privacy issues balanced against the benefits of increasing residential density on the site. In this instance the development may seek a taller height building than approved given the buildings opposite are taller to make more efficient use of land whilst providing sufficient gaps from adjoining properties. There is no strong building line but any forward siting should be used to reinforce the buildings setting as a prominent and distinctive development.

CHARACTER

The site is within a mix-use setting with a range of building designs. There is no reason to reflect any one type but rather the opportunity should be taken to provide an building of high quality and visual design that whilst making a higher density contribution to housing supply doing it through an attractive building that can contribute to the architecture of the local area and corner location. A good quality corner building can assist in enhancing any new buildings setting as well materials, detailing and active frontages.

EXISTING BUILDING HEIGHTS

15. The area is characterised by suburban post war housing, but Ewell Road also contains a number of non-residential uses such as a parade of shops with flats above, an ambulance station, a Travelodge hotel and a 1960s office tower block known as Tolworth Tower. Consequently, the scale of development nearby ranges from modest semi-detached dwellings to the Travelodge whose scale and mass is significant, to the very tall Tolworth Tower.

APPEAL INSPECTOR COMMENTS



22 STOREY HEIGHT

7 STOREY HEIGHT

3 STOREY HEIGHT + PITCH ROOF

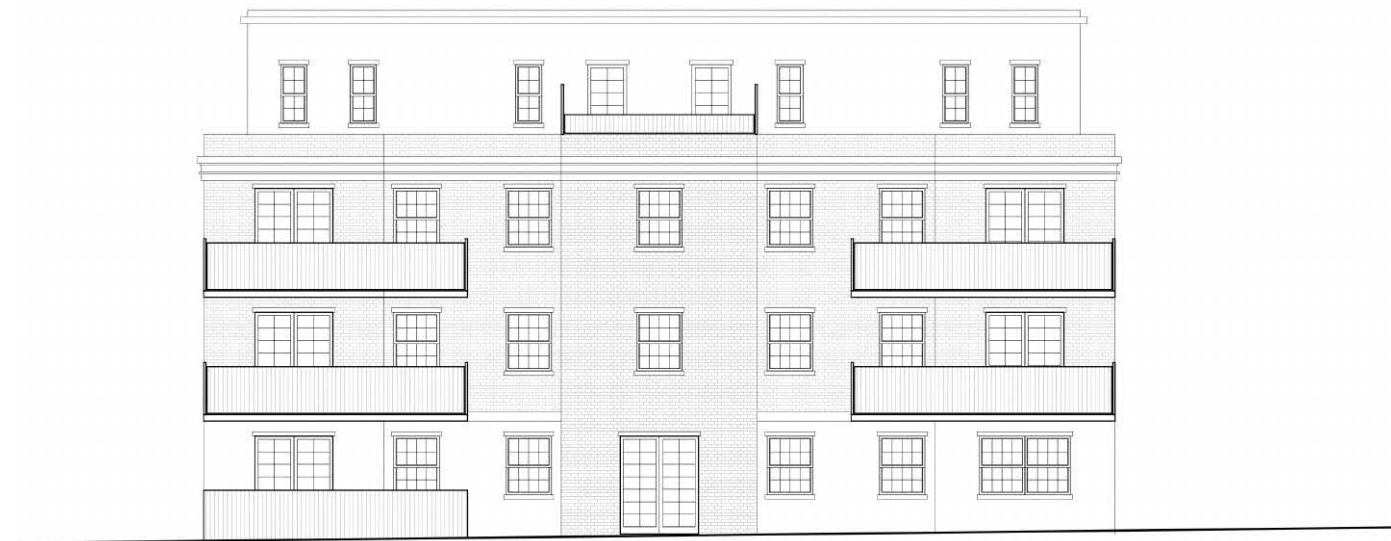
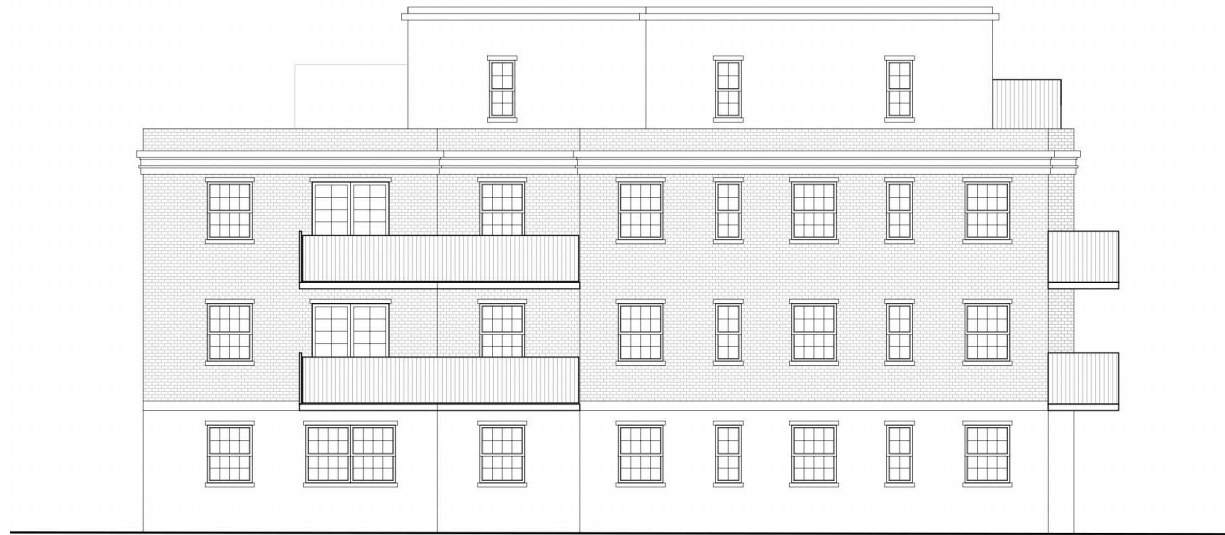
3 STOREY HEIGHT

2 STOREY HEIGHT + PITCH ROOF

APPLICATION SITE

2 STOREY HEIGHT + PITCH ROOF

PROPOSED NEW BUILDING



PROPOSED SITING OF NEW BUILDING

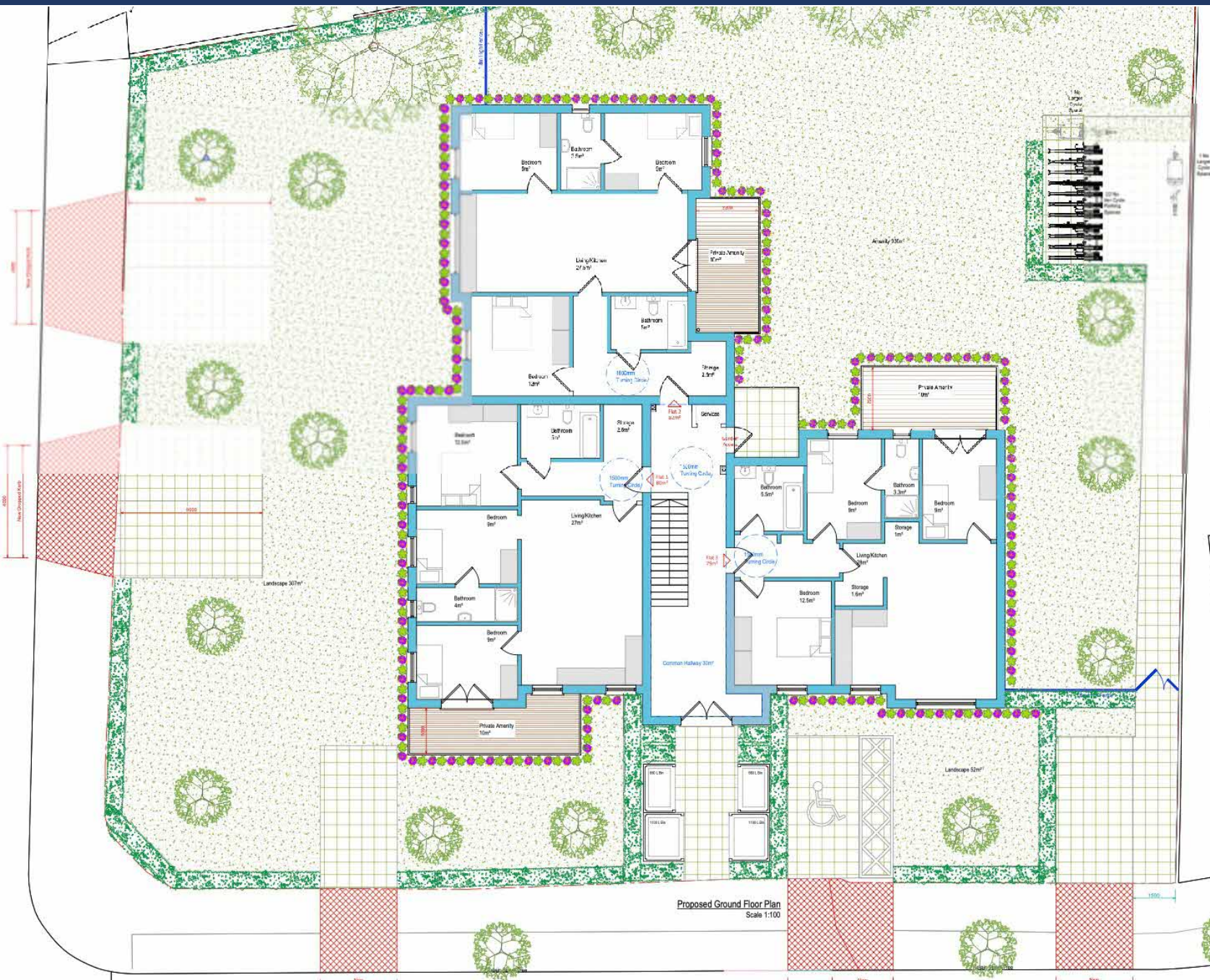


BUILDING LINE & 45 DEGREE LINES

The front building line when taken from 425a across to the application site footprint, the general building line is respected with lawn setbacks. The building line when taken from the new building across to 17 Fairmead is also respected. The 45-degree lines from both adjoining properties nearest first-floor windows are also satisfied.

The plan shows in red the extant permission footprint which remains as approved

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GROUND FLOOR

GROUND FLOOR will have a main entrance facing onto Fairmead

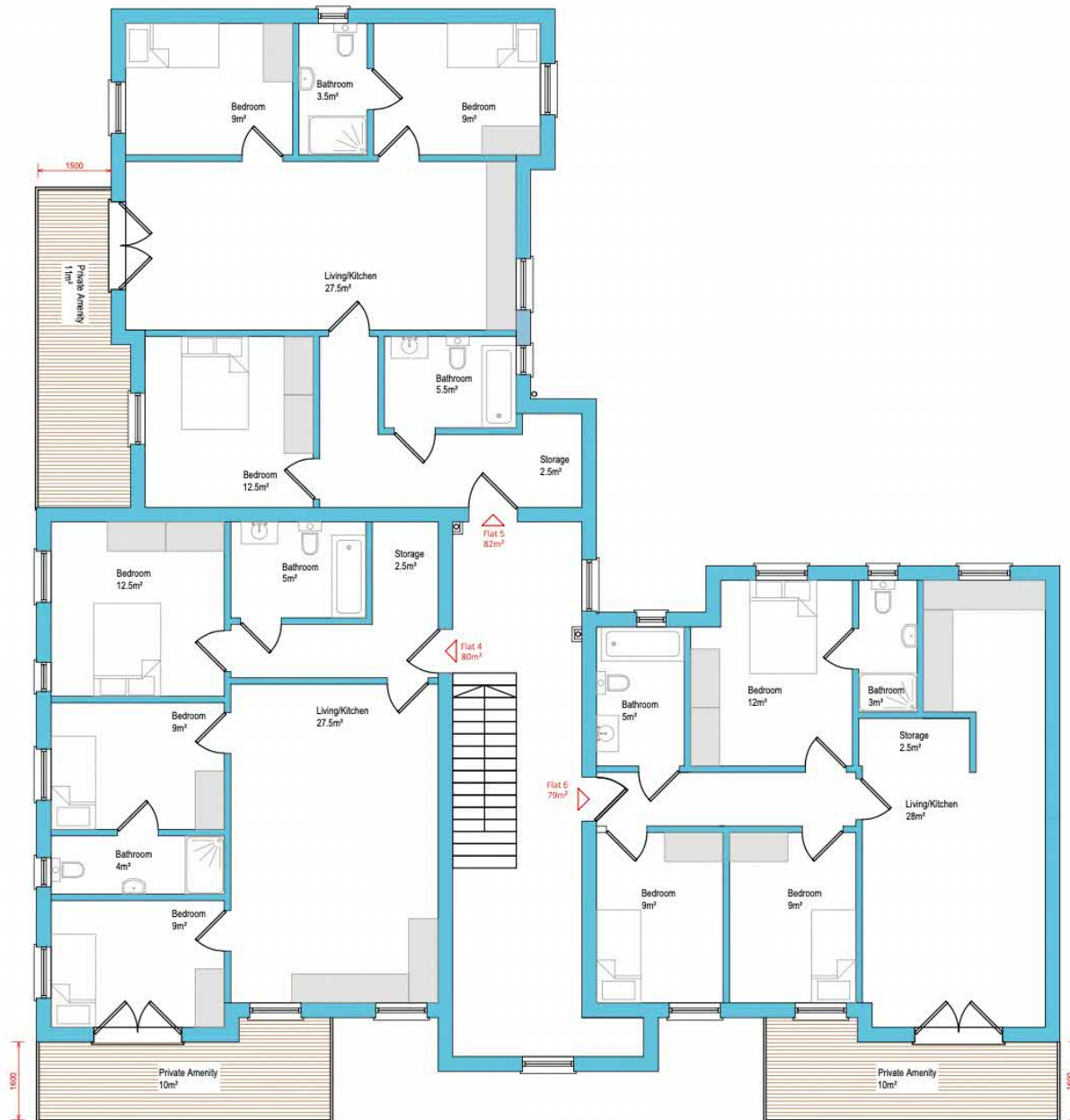
The ground floor has a 3 x family flats with access to communal gardens via a shared rear access.

The frontage is largely lawn with a mix of new trees, hedges and plants and bins splits into timber boxes and located for ease of use and collection.

Cycles are located in secure location and out of public sight to reduce street clutter.

The parking bays are well spread out with lawn and trees in between

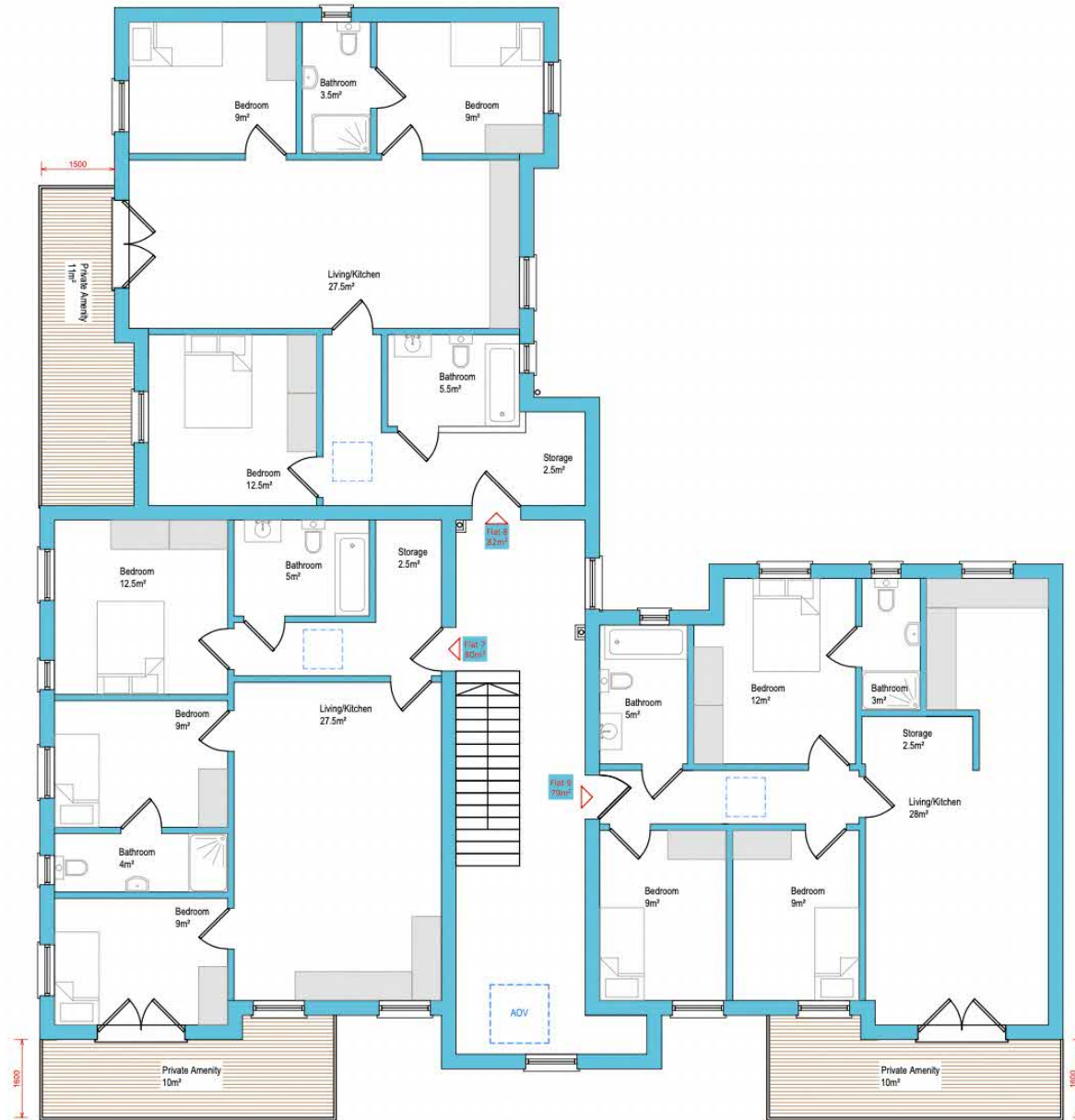
The 'L' shape footprint responds to both frontages and provides active views across the sites externally and for security.



FIRST FLOOR

FIRST-FLOOR flats are single-level and all benefit from dual aspects and sufficient windows for outlook and light.

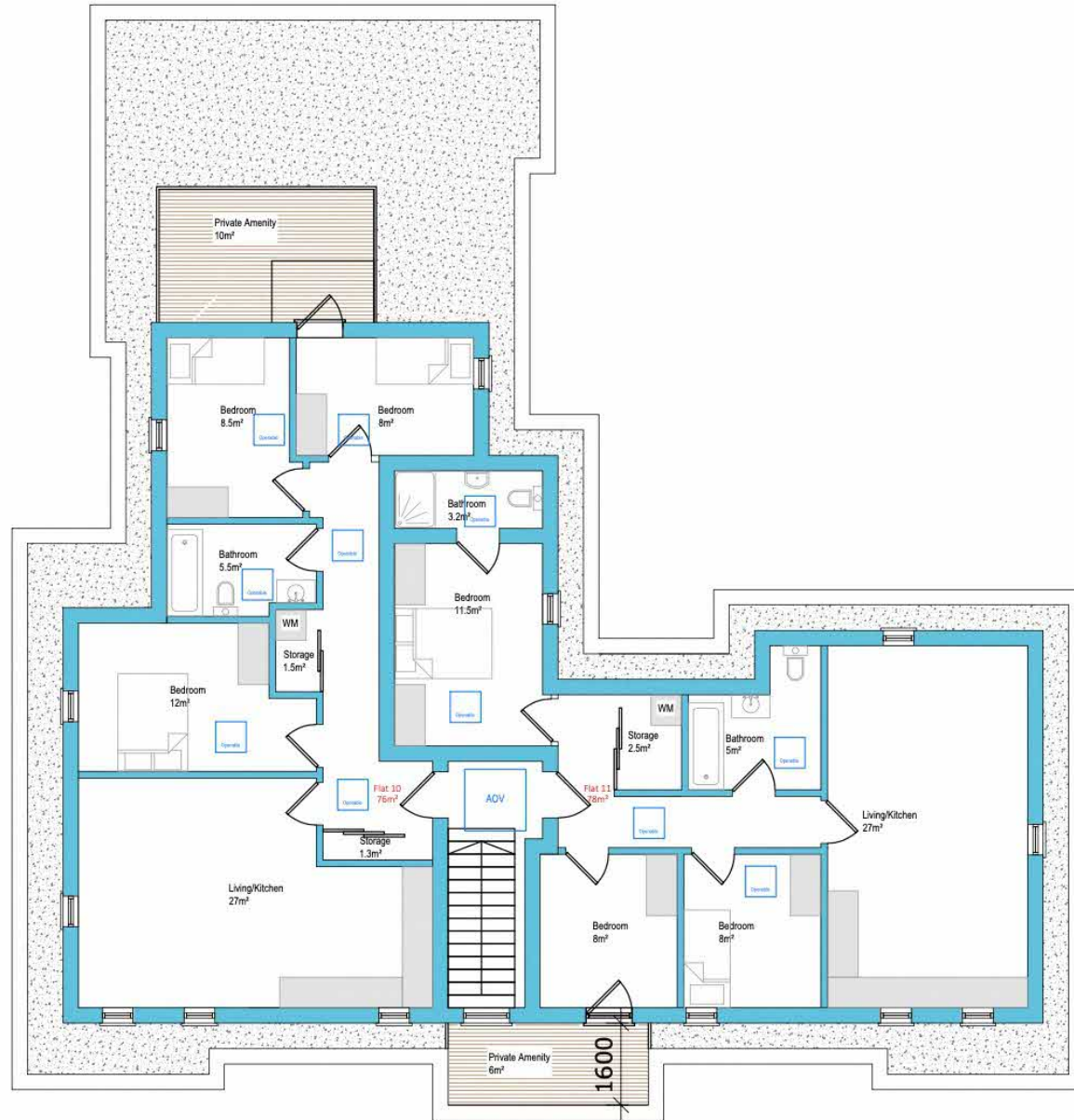
All flats are accessed off the communal entrance and have access to private amenity space.



SECOND FLOOR

SECOND-FLOOR flats are single-level and all benefit from dual aspects and sufficient windows for outlook and light.

All flats are accessed of the communal entrance and have access to private amenity space.



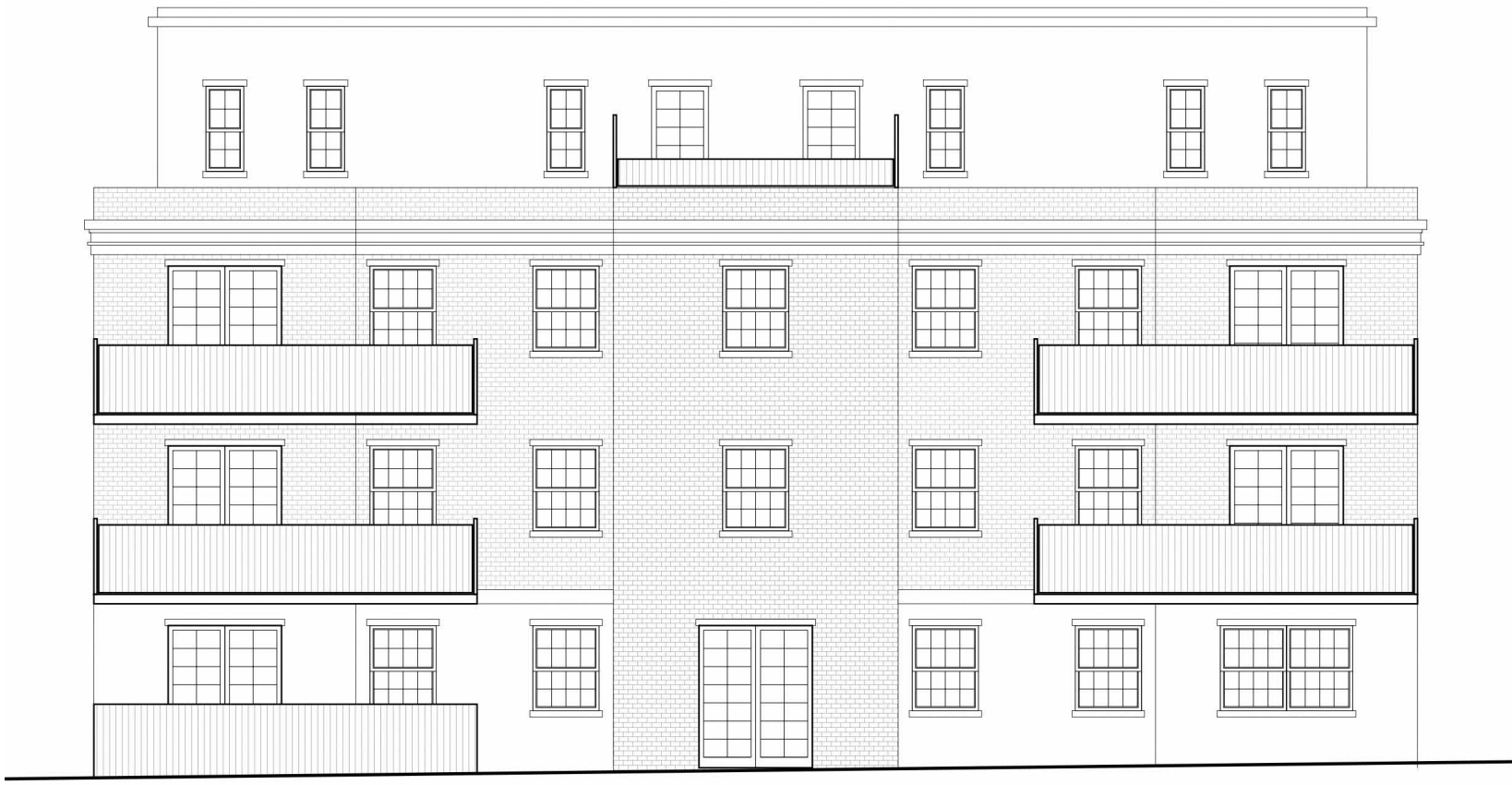
ROOF FLOOR

ROOF FLOOR flats are single-level and all benefit from dual aspects and sufficient windows for outlook and light.

All flats are accessed of main communal entrance and have access to private amenity space.

MATERIALS

- Part brick and render finish
- White frame windows
- Timber fencing
- Wooden decking
- Glazed balconies
- Permeable footpaths and parking bays
- Timber bin box enclosures
- Green roof



INTERNAL LIVING SPACE

INTERNAL LIVING SPACES

All dwellings will meet or exceed the GIA London Plan 2021 Standards for three bedroom 4 person flats.

FLOOR TO CEILING HEIGHTS

Each flat will have an internal floor to ceiling floor space of 2.5m in accordance with the London Plan 2021. Having a full 100% 2.5m height also provides a more spacious internal living environment.

WINDOWS AND DAYLIGHT

All windows will provide a good level of internal daylight and outlook including bedroom windows in duplex flats. The windows will provide natural ventilation opportunities in a less busy setting. All dwellings will be dual aspect with some having curve windows providing dual aspects from a single window.

PRIVATE AMENITY

All dwellings will be provided with a private amenity space in the form of a balcony in addition to access to a communal garden.

Ground floor

1 x 3 bedroom (4 person) of 80m²

1 x 3 bedroom (5 person) of 82m²

1 x 3 bedroom (4 person) of 79m²

First floor

1 x 3 bedroom (4 person) of 80m²

1 x 3 bedroom (5 person) of 82m²

1 x 3 bedroom (4 person) of 79m²

Second Floor

1 x 3 bedroom (4 person) of 80m²

1 x 3 bedroom (4 person) of 82m²

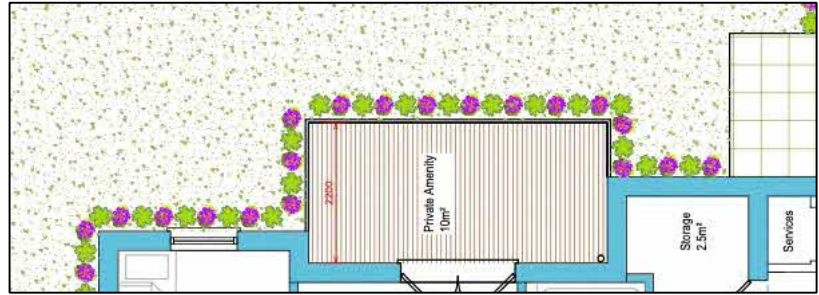
1 x 3 bedroom (4 person) of 79m²

Roof Floor

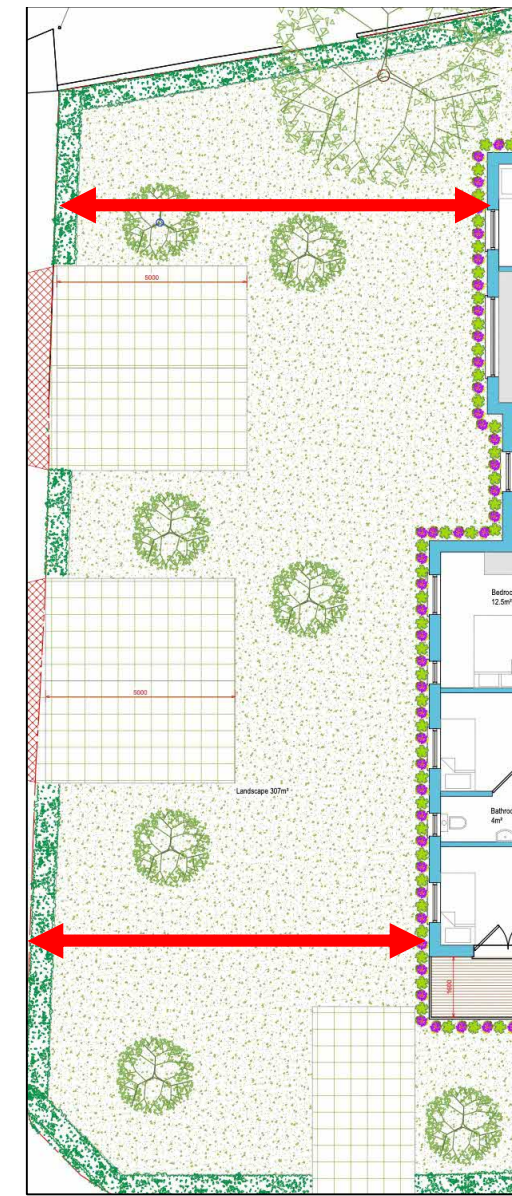
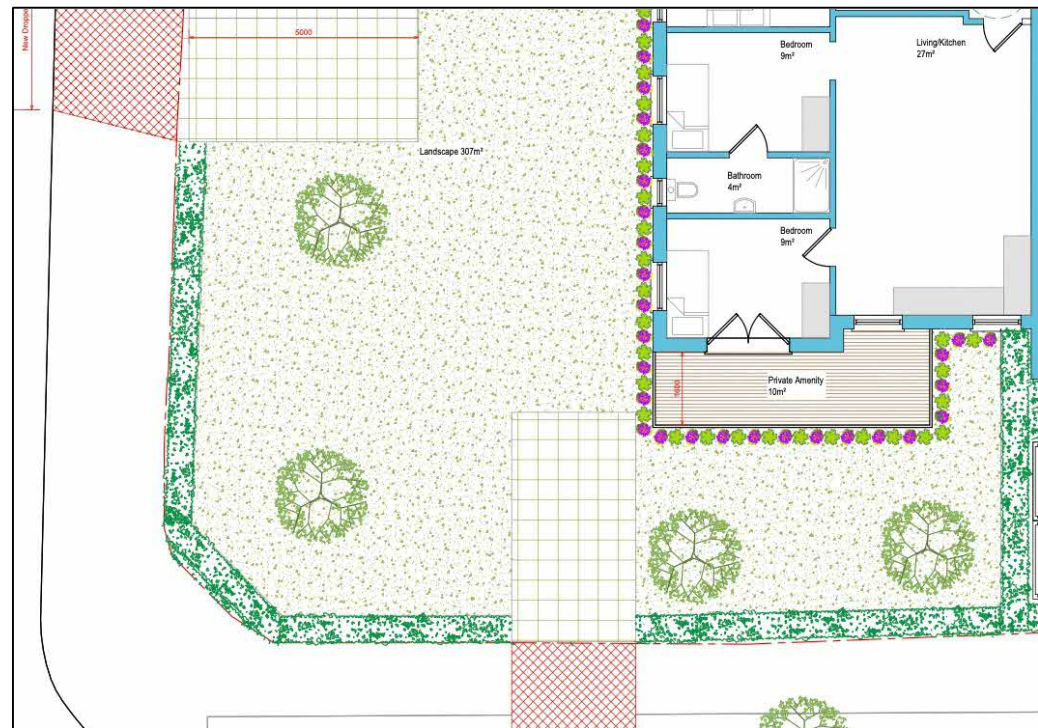
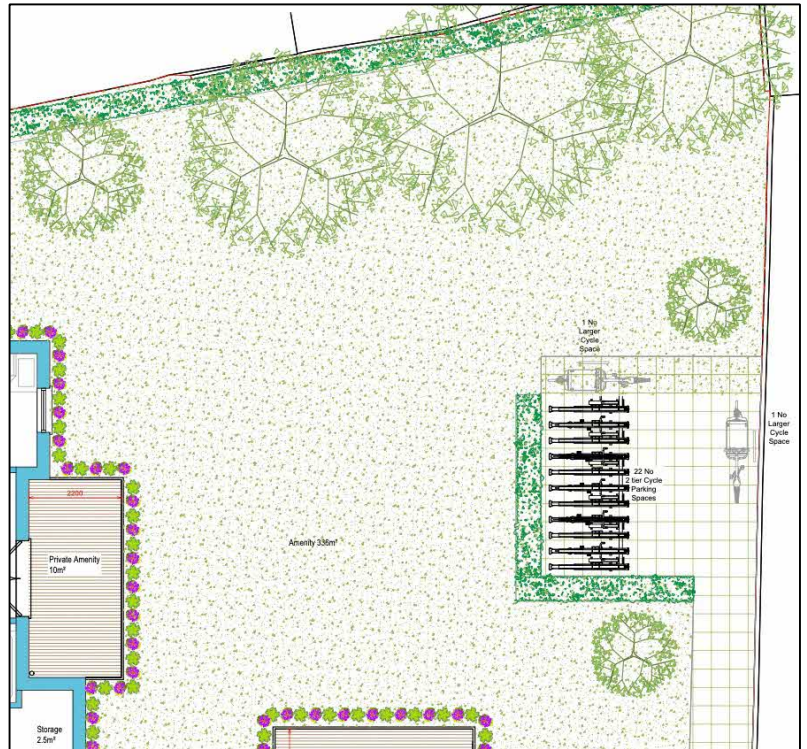
1 x 3 bedroom (4 person) of 76m²

1 x 3 bedroom (4 person) of 78m²

LANDSCAPING AND COMMUNAL GARDEN AREAS



The development provide a mix of communal garden and balcony/ patio spaces. Landscaping on the corner with both sides provide good set backs with amply space for landscaping and tree planting.



PARKING AND CYCLE PROVISION

CAR PARKING

The proposal will be car-free given the sites sustainable location where there is a good provision of public transport as well as a diverse range of shops, schools, nurseries, parks, medical facilities and other amenities all within cycle and walking distance. Tolworth Train Station is nearby as well as bus services to Surbiton Station. The proposal will provide 7 parking bays including 1 disabled parking bay allocated to ground floor dwellings.

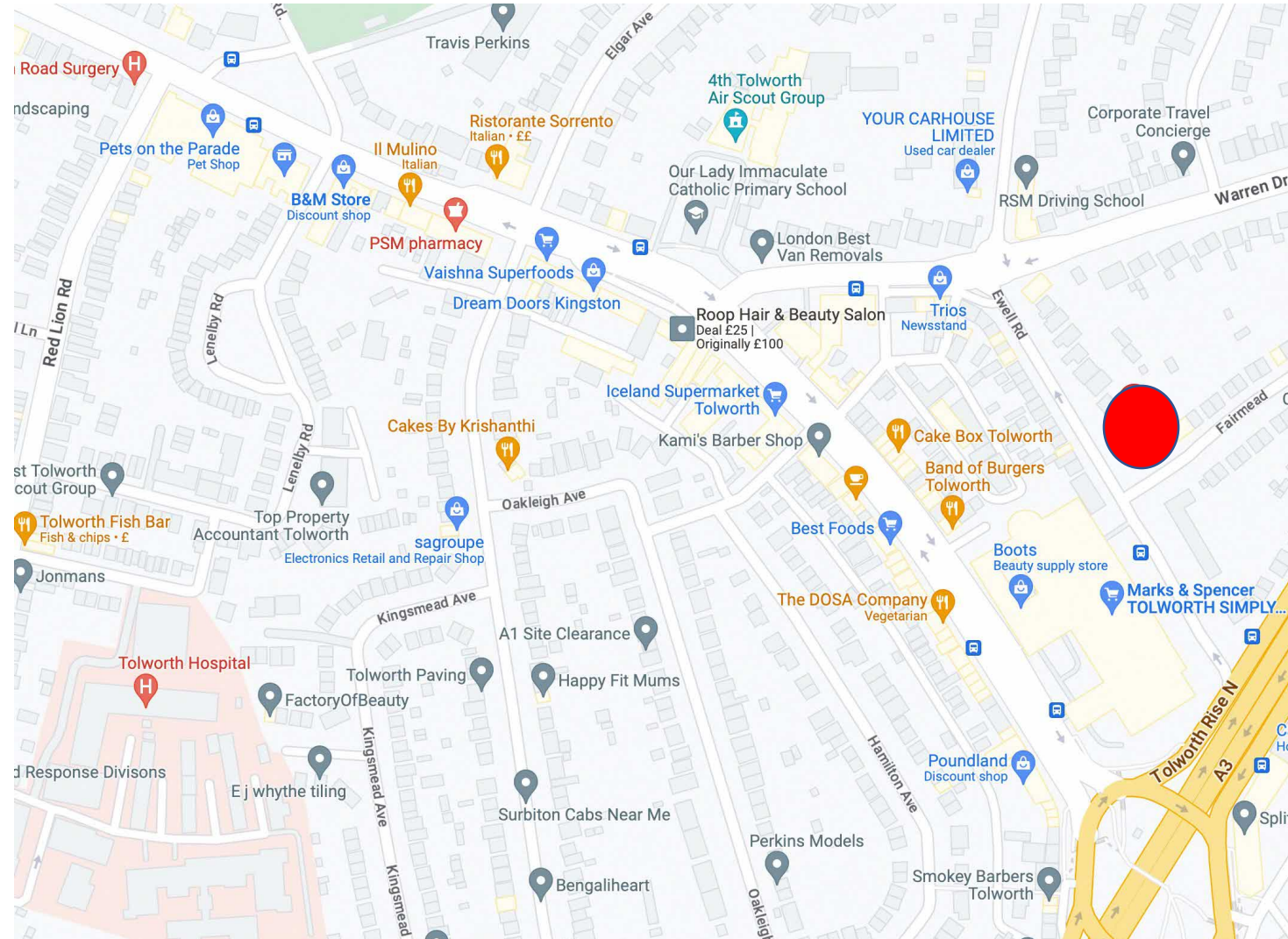
CYCLE PROVISION

The proposal will provide 24 secure and accessible cycle storage spaces within a mix of fixtures including 2-tier, lockers and larger cycle bay spaces. The provision will support cycling to local amenities, shops, medical places and nearby parks and schools.

WALKING

The site has footpath connections to the Tolworth District Centre where a vast range of retail food stores, shops and other services are available. The Broadway also provide bus services to other parts of the Borough.

Families will find a wide range of local nurseries, schools, park and recreational facilities and medical services all within walkable distance and thus not requiring private vehicle trips.

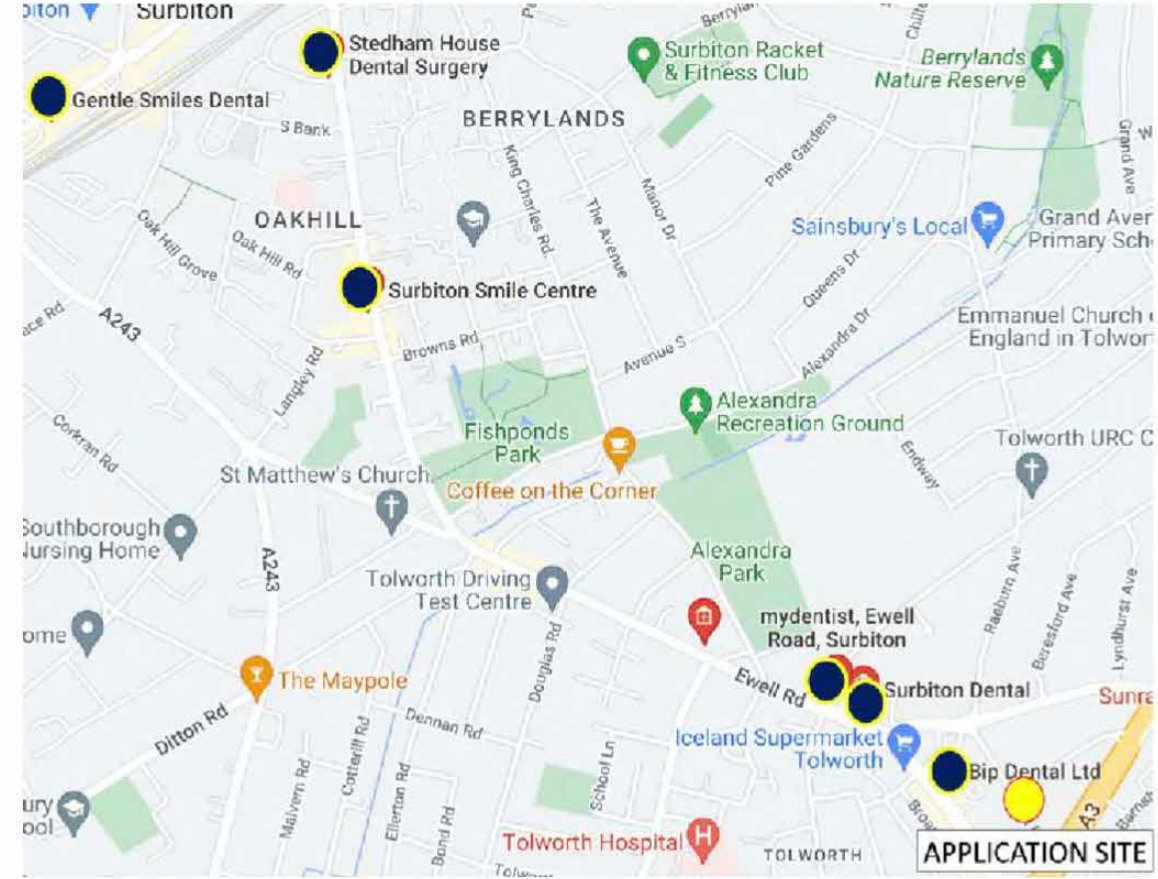


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The local map below identifies 9 local nursery providers (several larger brander operators) in immediate walking distance of the application site.



The local map below identifies 6 local Dental Clinics in immediate walking distance of the application site.



SUMMARY

- Provision of 11 x 3 bedroom family dwellings with good quality internal living space and external amenity and private space.
- Cycle and appropriate car provision to support car-free development in this sustainable location.
- Efficient use of a brownfield site within a Key Area of Change and Housing Opportunity Area.
- Ensuring the development will safeguard the amenities of adjoining properties and their occupants.
- Deliver housing that is in compliance with the Council's own Small Sites Narrative and the London Plan policies H1 and H2 (2021).
- Contribute 11 new dwellings to the Council current lack of 5-year housing supply.

