

# 16-18 Oatlands Drive

Weybridge, KT13 9JL

Design & Access Statement

December 2022

### **Document**

This document has been prepared to accompany the full planning submission for the development at 16-18 Oatlands Drive, Weybridge, KT13 9JL.

This document should be read in conjunction with the Planning Statement, which covers policy, planning history, public engagement & other matters.

The following sections describe the design principles involved in the shaping of the proposed scheme and focus on the location, the existing context, the design approach and the resulting response.



## Site Location

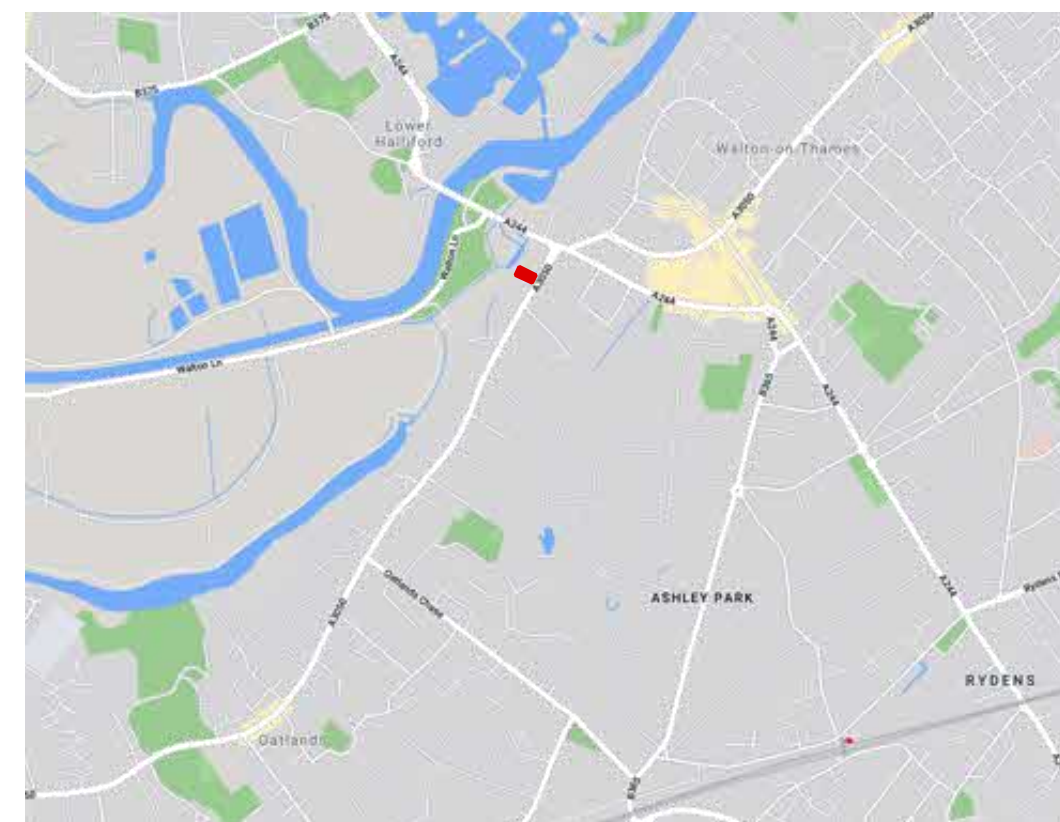
The site lies to the northern end of Oatlands Drive, a short distance from the junction with Bridge Street, and within close proximity of Walton on Thames town centre.

The broadly-rectangular site is bounded by Oatlands Drive to the southeast, the development site of 8-14 Oatlands Drive to the northeast, residential properties to the southwest, and by Metropolitan Green Belt to the northwest.

The site sits within a largely residential area with some commercial properties located on Bridge Street.

The site extends to 0.35 hectares and is not within a Conservation Area.

The parcel of land is currently occupied by two residential properties, each with their own access directly on to Oatlands Drive. The houses are of mixed character, scale and quality.







### Site Location

The aerial photographs convey the residential setting of the site, along with its urban context and grain.

The site benefits from its proximity to Walton on Thames town centre, being around a 7 minute walk to local services and amenities.

Oatlands Drive is very well-served by bus routes, which provided connections to other transport nodes and amenities. The application is accompanied by a Transport Assessment, which gives further details on the location of the bus stops, the routes and the timetables. The Transport Assessment also provides a summary of the existing road and cycle network.

The images also demonstrate the presence of a number of trees, both within the site and beyond. The application is accompanied by an Arboricultural Report that gives details on the health of the existing trees and the suggested removal and replacement of some trees.





Photos of the site

This selection of photos shows the frontage along Oatlands Drive and the adjacent properties



From Oatlands Drive looking towards 20 & 18 Oatlands Drive



From Oatlands Drive looking towards 20 & 18 Oatlands Drive



From Oatlands Drive looking towards 16 Oatlands Drive



From Oatlands Drive looking towards the site in the background



**Photos of the neighbouring properties**

This selection of photos shows the frontage along Oatlands Drive of the adjoining properties.

\*NB - demolition has subsequently commenced on the adjoining properties - planning ref 2020/3223 -

*"for a redevelopment scheme to provide 51 apartments split between four 21/2-storey blocks with additional lower ground level parking, plant, storage and accommodation comprising 19 x 1-bed flats, 27 x 2-bed flats and 5 x 3-bed flats with 53 associated parking spaces, bin and bicycle storage, additional landscaping and new vehicular access following demolition of the existing 4 detached properties at 8-14 Oatlands Drive"*



From Oatlands Drive looking west towards the adjacent site, 8-14 Oatlands Drive



From Oatlands Drive looking west towards 12 & 14 Oatlands Drive



From Oatlands Drive looking west towards 8 & 10 Oatlands Drive



From Oatlands Drive looking north towards 12 & 14 Oatlands Drive



**Photos of the surrounding context**

This selection of photos show the properties opposite, and around, the site. This includes the Grade II Listed houses shown in the bottom images



From Bridge Street looking east towards the town centre



From Oatlands Drive looking towards the junction with Bridge Street



From Oatlands Drive looking east towards 1 Oatlands Drive



From Oatlands Drive looking east towards 3 Oatlands Drive



**Long distance views of the site**

This selection of photos shows the site viewed from further away, including from Walton Bridge (images on the right) and from Cowey Sale (bottom left image)



From Oatlands Drive looking north towards the site and the junction with Bridge Street



From Bridge Street looking southeast towards the site



From Cowey Sale looking east towards the site



From the bridge on Bridge Street looking southeast towards the site



### Oatlands Drive

The properties that lie to the northwest of Oatlands Drive are characterised by an eclectic mix of houses and apartment buildings. This document demonstrates the existing context and the architectural form, massing and articulation that has formed our proposal.



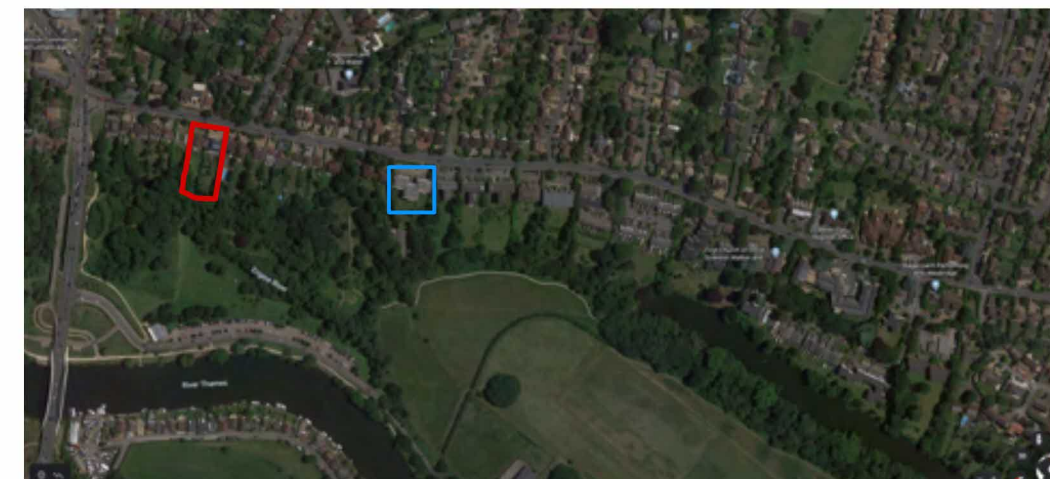
Aerial photograph of site and surrounding context of Oatlands Drive





Chaseley Court, 42 Oatlands Drive - Oatlands Drive elevation

Oatlands Drive - northwest context



Chaseley Court, 42 Oatlands Drive - Oatlands Drive elevation



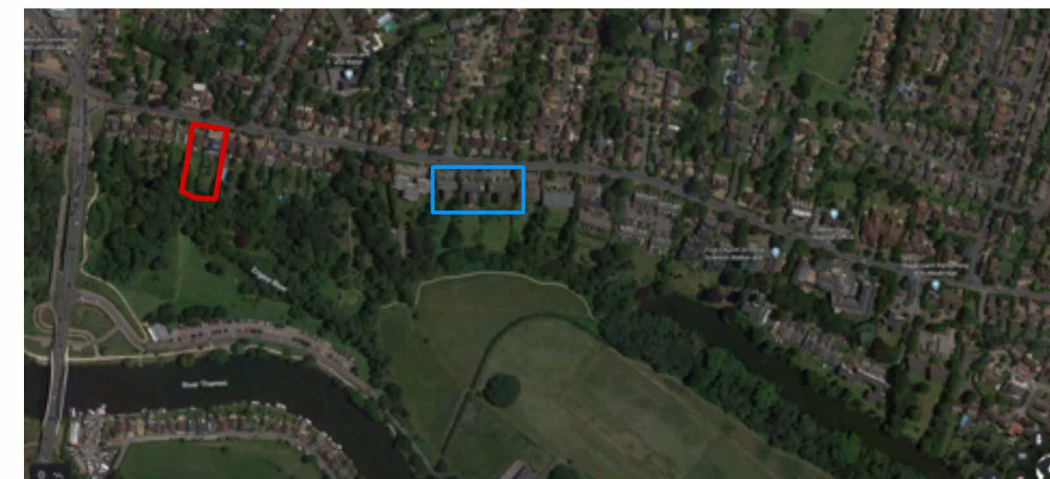
Chaseley Court, 42 Oatlands Drive - Rear elevation





Anarth Court, Treglos, Albany Court, 44, 46 & 48 Oatlands Drive - Oatlands Drive elevation

Oatlands Drive - northwest context



Anarth Court, Treglos, Albany Court, 44, 46 & 48 Oatlands Drive - Oatlands Drive elevation



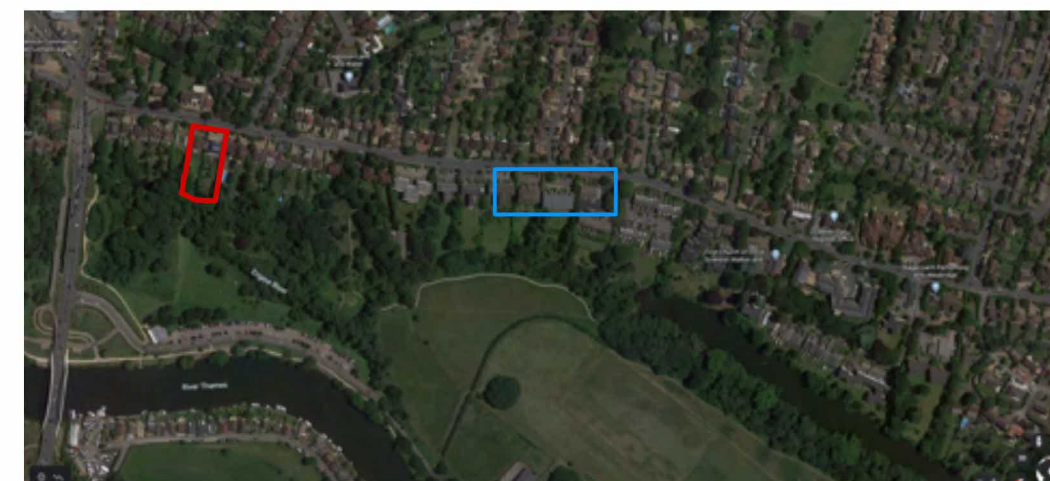
Anarth Court - Rear elevation



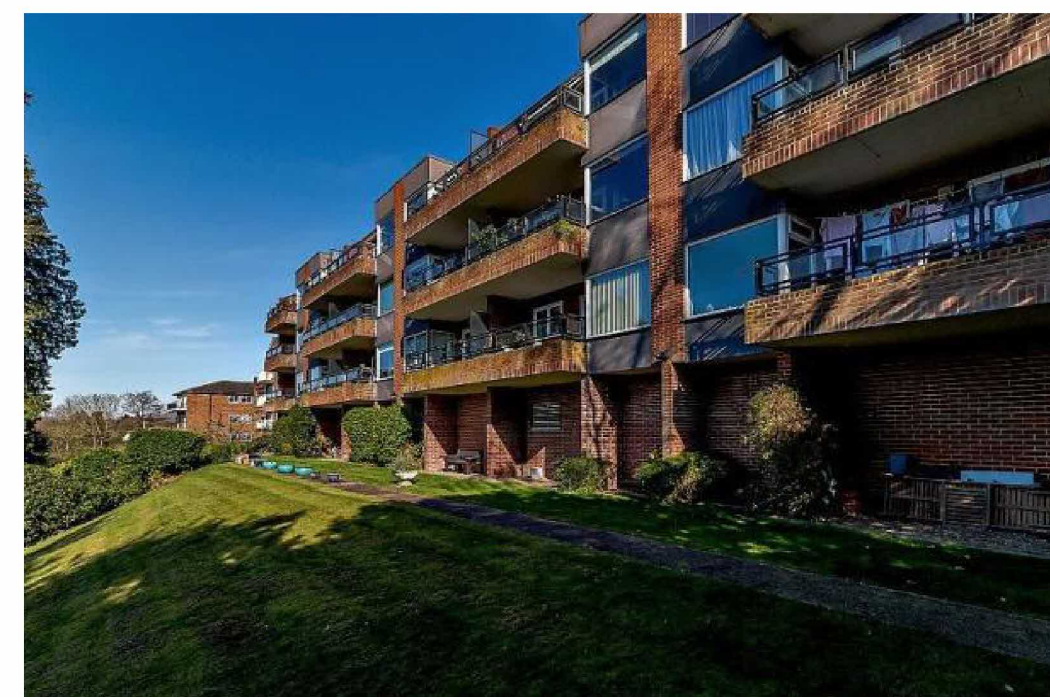


Oakhill Gardens - Oatlands Drive elevation

Oatlands Drive - northwest context



Ridge Mount - Oatlands Drive elevation (back land development)



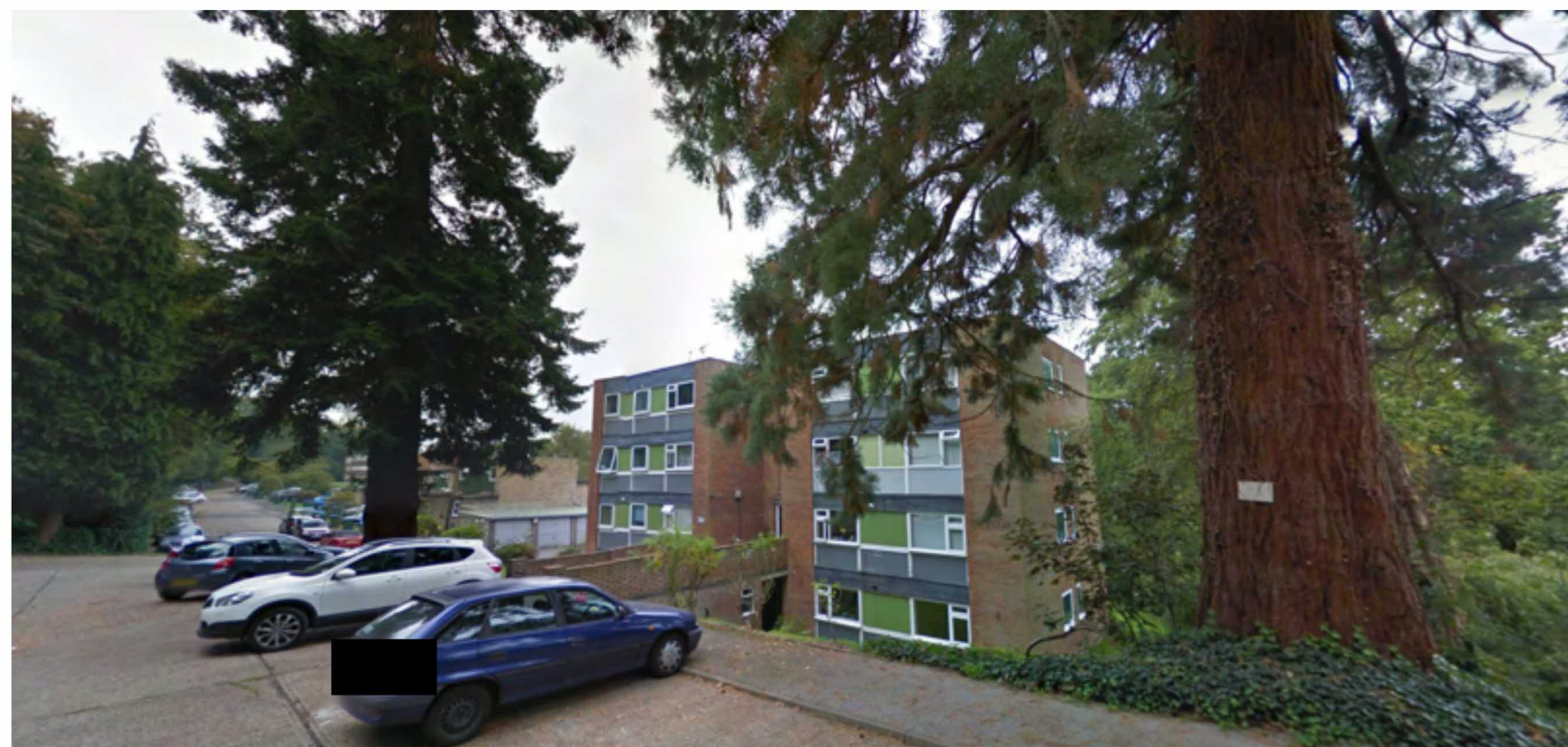
Oakhill Gardens - Rear elevation





Broad Water Place - Oatlands Drive elevation

Oatlands Drive - northwest context



Berkeley Court elevation



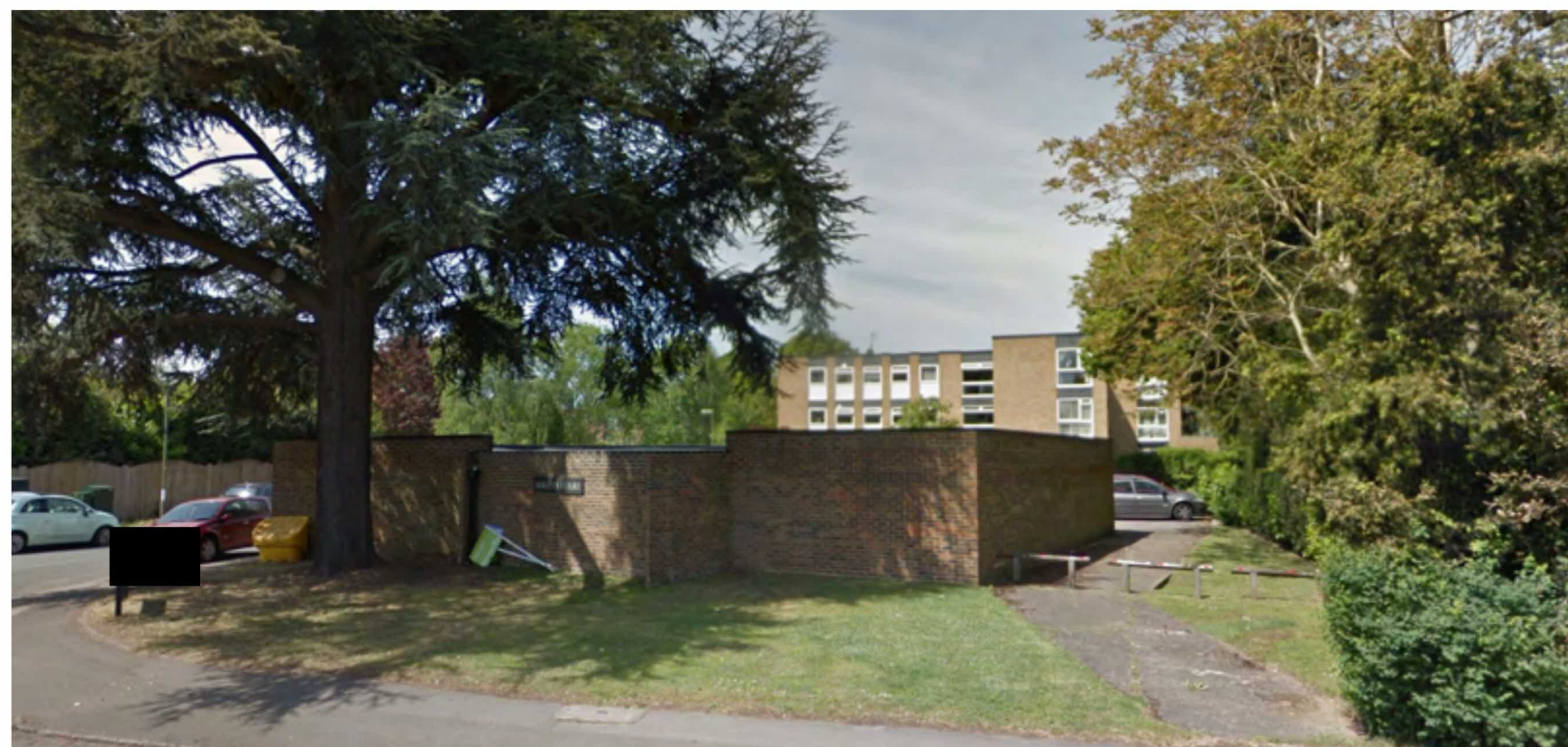
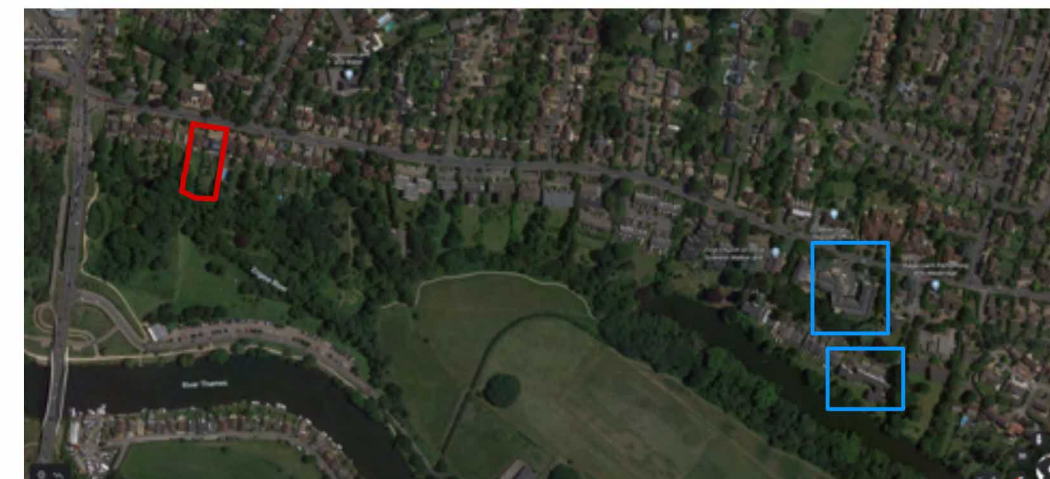
Broad Water Place - Rear elevation





Austin Place - Oatlands Drive elevation

Oatlands Drive - northwest context



Berkeley Court elevation

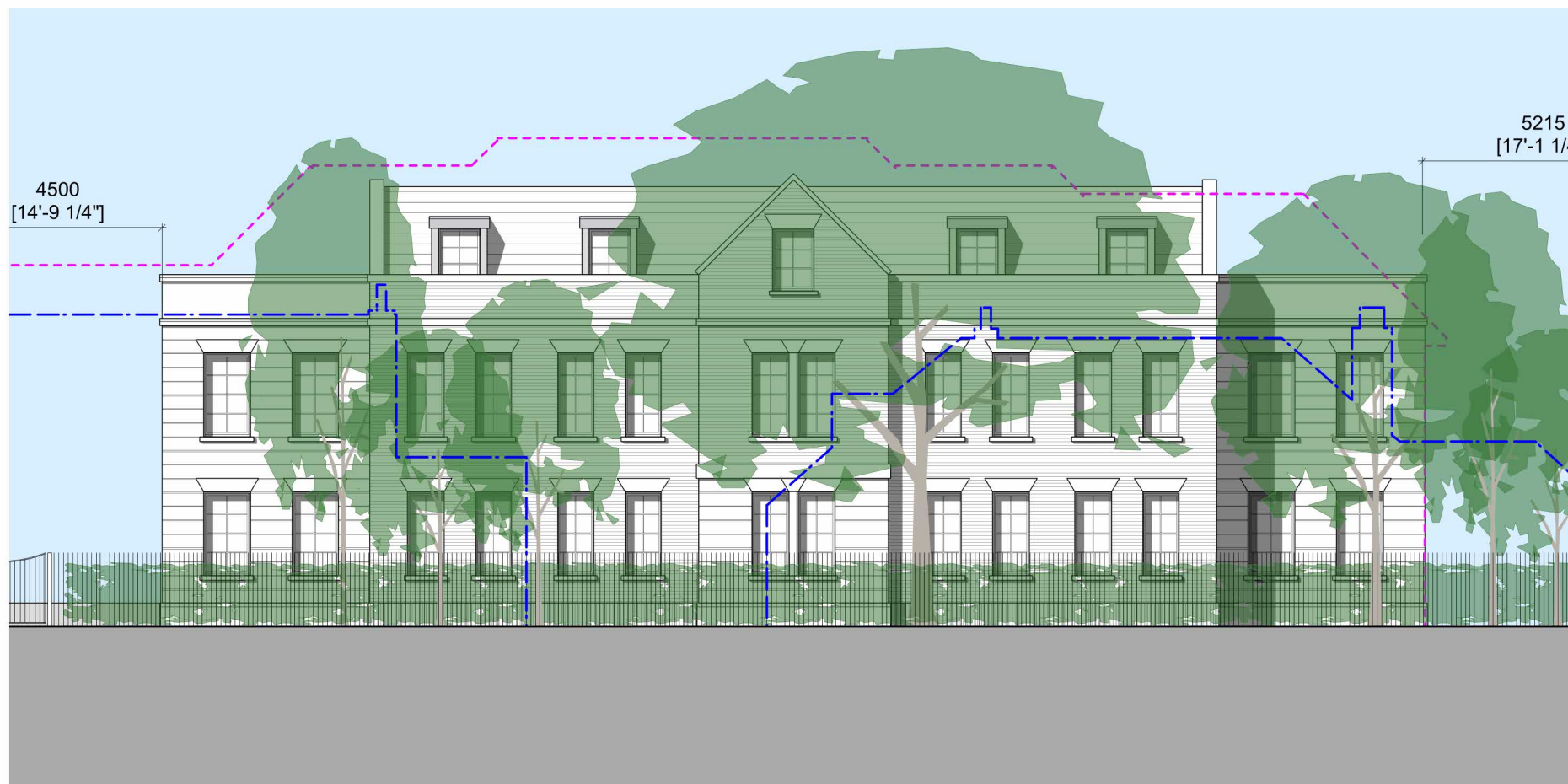


Berkeley Court - Rear elevation



Elmbridge - recent consents

This selection of images show the architectural style and palette of materials of recent major applications that have been approved by EBC. These precedents have informed the architectural response of our proposal.



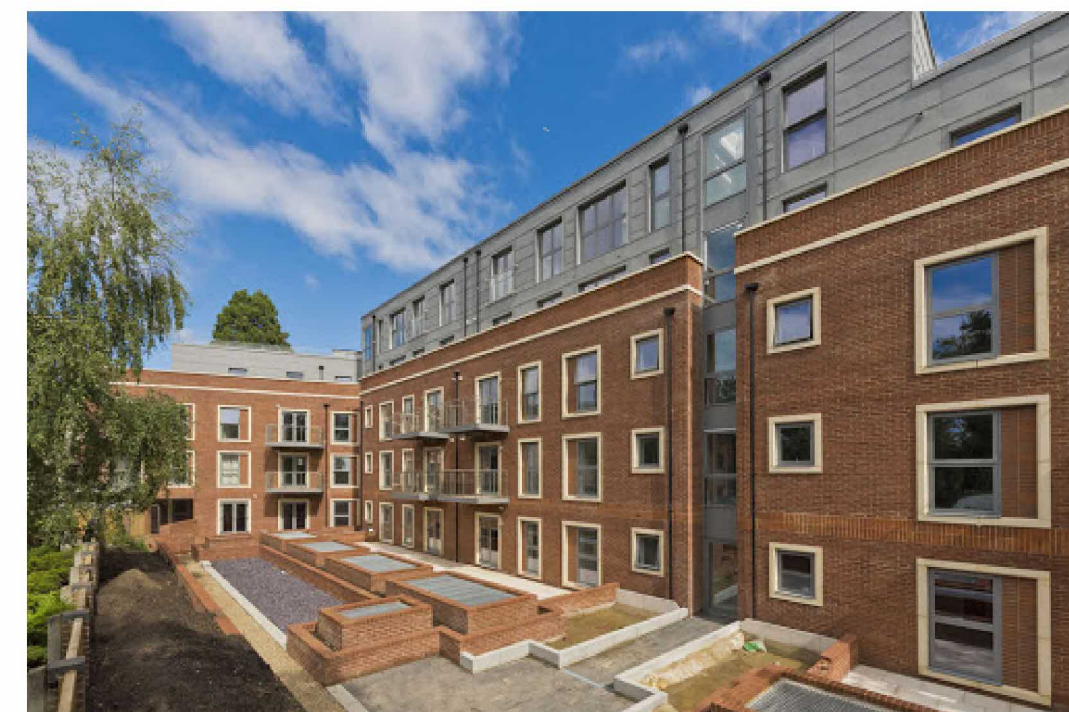
8-14 Oatlands Drive (2020/3223) - implemented scheme adjacent to site. Further narrative is provided later in this statement



Campbell House, Queens Road, Weybridge



Monument View, Monument Road, Weybridge



The Landmark, Queens Road, Weybridge



The Landmark, Queens Road, Weybridge



Weybridge - local context

This selection of images shows examples of buildings within the local vicinity to the site. This demonstrates that, amongst other palettes and forms, the local vernacular includes mansard roofs, gables, ashlar render with masonry elevations above and sash windows. These images serve to inform the contextual design response





### Elmbridge - wider context

This selection of images shows examples of successful buildings in the wider vicinity of the borough. This demonstrates that, amongst other palettes and forms, the local vernacular includes mansard roofs, gables, ashlar render with masonry elevations above and sash windows.







**Site Plan**

The site includes the following addresses -

- 16 Oatlands Drive
- 18 Oatlands Drive

These properties, as the plan shows, are setback from Oatlands Drive and respect an overriding building line and rhythm that is typical along this stretch of Oatlands Drive. The properties have areas of hardstanding at the front, which accommodates parking for each of the dwellings.

The properties both have substantial rear gardens that fall down to the pond at the rear of the site. There is a significant change in level from front to back, approximately 7.5 metres. The combination of the length of the gardens and the topography present an opportunity to create a second tier of development to the rear. Properties further south along Oatlands Drive have established this as a principle.

A small section of the site, towards the rear, sits within the Flood Zone. The application is submitted with a Flood Risk Assessment, which details the classification of the flood zone and any mitigation that is required.

The site's proximity to the junction of Bridge Street and Oatlands Drive has been assessed as part of the Transport Assessment and has also been subject to a pre-application discussion with Surrey Highways Department. The land benefits from negotiated access across the adjoining site to allow safe access and egress for vehicles







**Planning Appeal Scheme 2007**

In 2007 CALA Homes submitted an application for the redevelopment of the site that covered nos. 4 – 18 Oatlands Drive that was subsequently dismissed at appeal ref 2007/0841. The Inspector outlined that the main considerations in the appeal case related to:

The visual impact of the proposals in terms of the local streetscene with regard essentially to the narrow gaps between the road frontage buildings as low as 2m between taller and bulkier buildings that contributed to that particular redevelopment scheme appearing out of character and incongruous.

The proposed living conditions within the site with particular regard to the outlook from houses at the rear and the amount of hard surfacing and the scope for additional landscaping.

Highway safety and traffic considerations were also an important consideration for the appeal such that it was also noted by the Inspector that these issues were agreed in the final analysis, particularly in terms of the layout and access points off the main road.





**8-14 Oatlands Drive - 2020/0691**

The adjoining site at 8-14 Oatlands Drive was the subject of two planning applications, both of which were approved at Appeal. Extracts of the planning inspector's report are below -

*Ref 2020/0691*

*The appeal is allowed and planning permission is granted for a redevelopment scheme to provide 51 apartments split between three 2 1/2-storey blocks with additional lower ground level parking, plant, storage and accommodation; comprising 12 x 1-bed flats, 35 x 2-bed flats and 4 x 3-bed flats with 57 associated parking spaces, bin and bicycle storage, additional landscaping and new vehicular access following demolition of the existing 4 detached properties at 8-14 Oatlands Drive*

*Their siting would respect the strong building line to this side of the road leaving a substantial area to the frontage for soft landscape measures that would enhance the appearance of the scheme. The gaps to both side boundaries and between the buildings would ensure that the buildings do not crowd adjacent dwellings and would help in assimilation in the appearance of the street scene. This spacing would also address a concern raised against the proposal dismissed on appeal in 2007. Both frontage buildings would include a crown roof but as these would be modest in size, they would not be readily discernible from Oatlands Drive.*

*The proposal would thereby be in accordance with Policy DM2 of the Elmbridge Development Management Plan (2015) (DMP) which requires proposals to be based on an understanding of local character and guidance in the Design and Character SPD in relation to design issues including appearance, scale, height, levels, prevailing patterns and separation distances to boundaries. There would not be conflict with Policies CS3 or CS17 of the Elmbridge Core Strategy (2011) (ECS) relating to development in the environs of Walton on Thames or in regard to respecting local character and achieving appropriate densities.*

**Conclusion**

*For both appeals, the effect of the development on the character and appearance of the area with respect to its design, scale, appearance and form would be acceptable.*





**8-14 Oatlands Drive - 2020/3223**

*Ref 2020/3223 - extracts from the Appeal Decision*

*The appeal is allowed and planning permission is granted for a redevelopment scheme to provide 51 apartments split between four 2½-storey blocks with additional lower ground level parking, plant, storage and accommodation comprising 19 x 1-bed flats, 27 x 2-bed flats and 5 x 3-bed flats with 53 associated parking spaces, bin and bicycle storage, additional landscaping and new vehicular access following demolition of the existing 4 detached properties at 8-14 Oatlands Drive*

*The central parts to the frontage buildings would be forward of the established building line but the side wings would step back to broadly align with adjacent dwellings. As about 12m would remain between the most forward points and the front boundary, this stepping forward would not have an adverse effect on the appearance of the street scene.*

*The separation between front and rear buildings would be approximately 20m, a little below the Council's preferred back to back distance of 22 metres to maintain privacy between occupiers. Such optimum separation cannot always be achieved in higher density urban developments. Future occupiers would be aware of this relationship prior to making a commitment to any flat. In my judgement the siting of frontage and rear buildings makes effective use of the land and is acceptable in regard to the appearance in the street scene and in providing sufficient set back from the Engine River whilst achieving adequate separation to safeguard the privacy of future occupiers.*

*The detailed design of the frontage buildings would be symmetrical, with a mansard type roof and elements of architectural 'grandeur' (according to the Council) not typified by immediately surrounding buildings. Nonetheless, there are examples of more formal approaches to flatted developments with a greater horizontal emphasis in the wider area. The buildings would have a balanced and well-articulated design approach that would be attractive in its own right.*

**Conclusion**

*For both appeals, the effect of the development on the character and appearance of the area with respect to its design, scale, appearance and form would be acceptable.*





**Public Consultation**

The applicant undertook a virtual public consultation event, which was hosted in November 2022. The decision to run a 'virtual' consultation was influenced by ongoing safety considerations in the backdrop of Covid, and to provide ease of access to the information

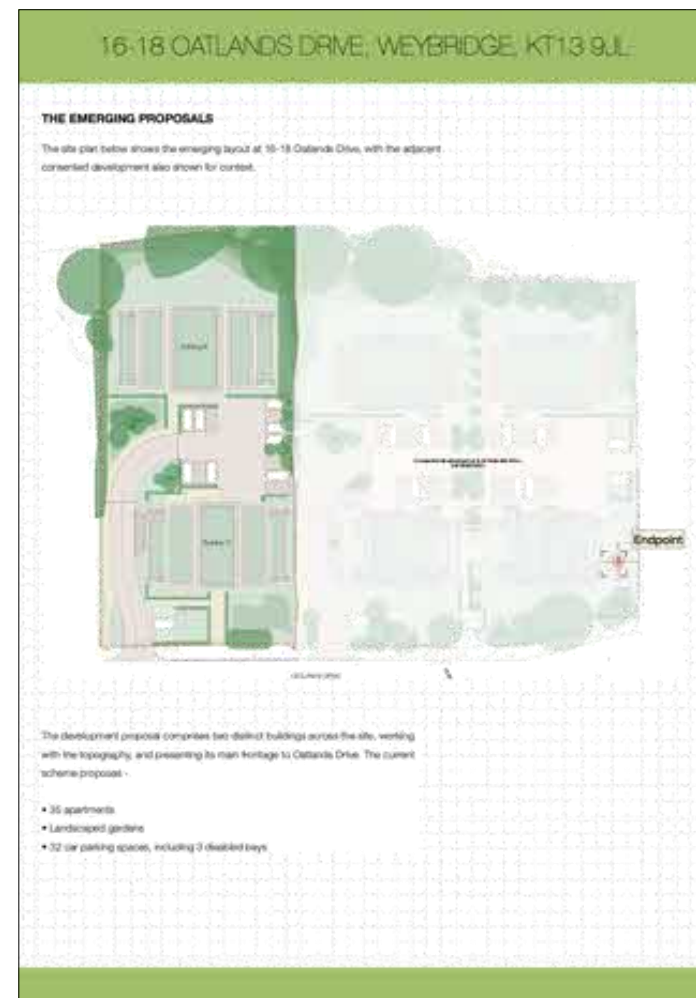
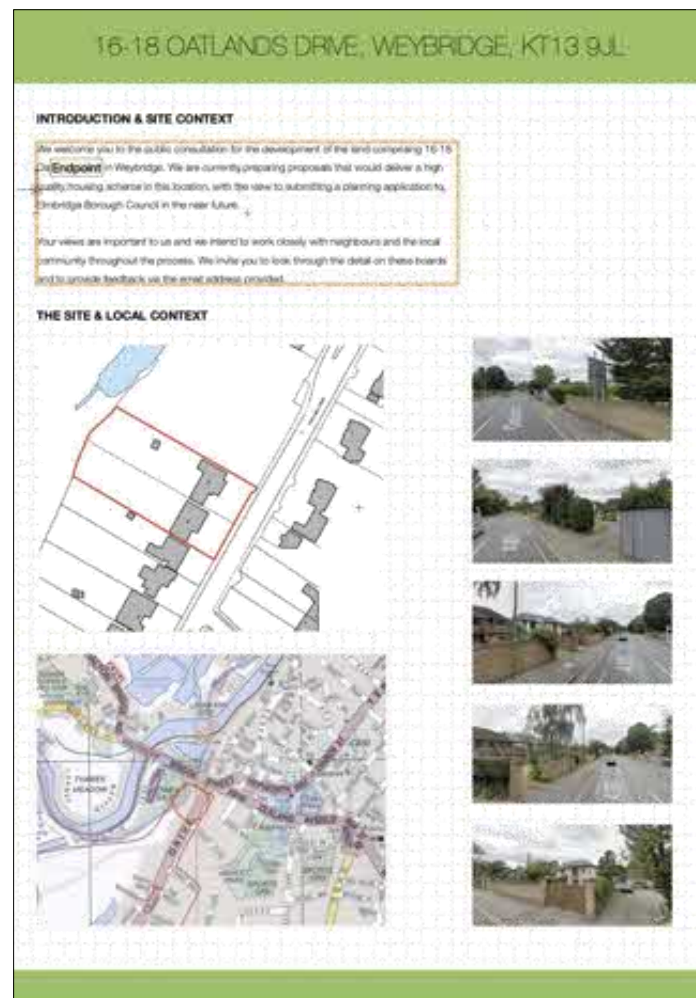
The boards, as shown below, showed the context and the design intent.

The accompanying planning statement includes a greater level of detail on the responses received, but the feedback was taken on board and the design and massing was amended to reduce the overall bulk of the scheme.

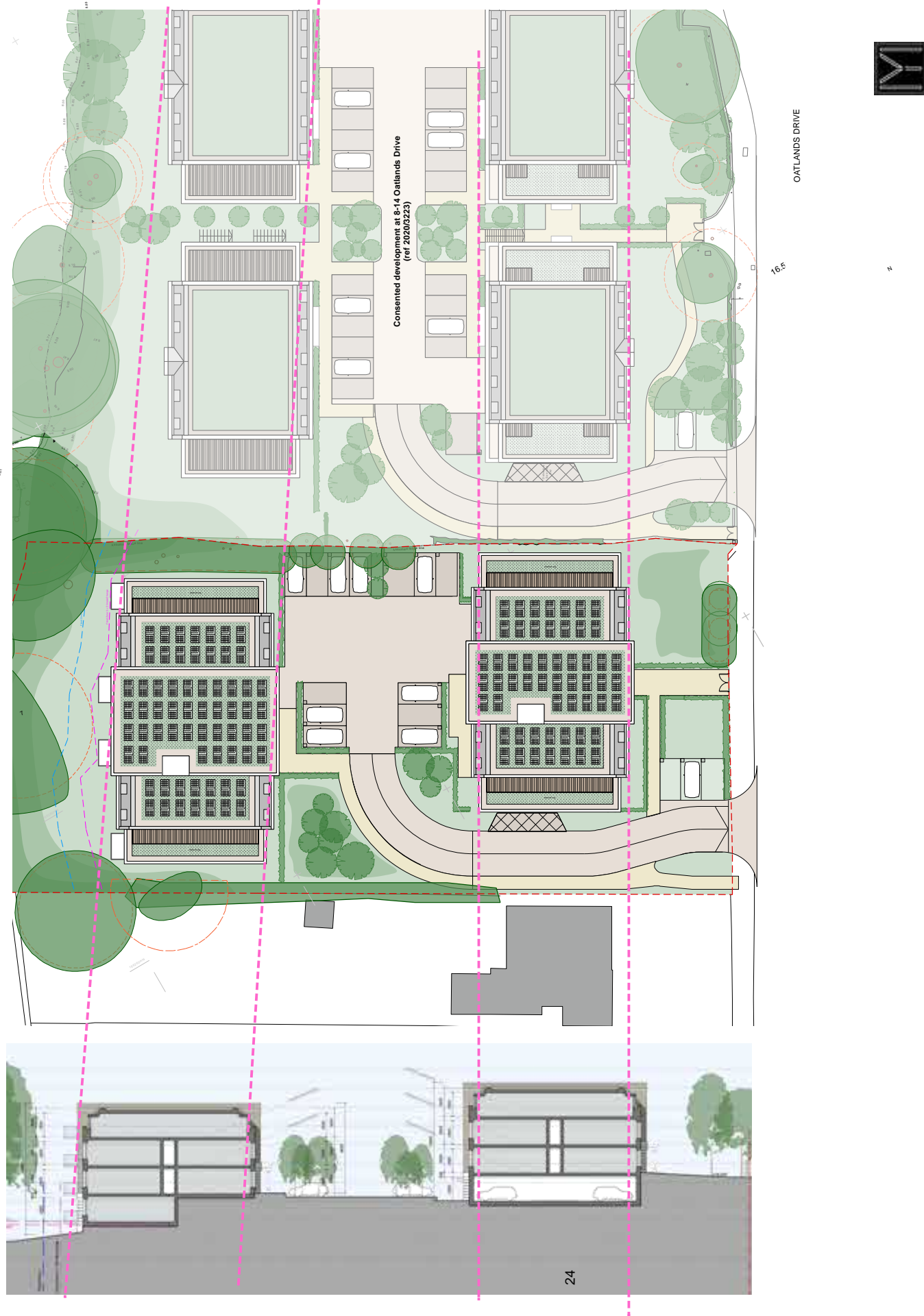
**Amendments to the scheme**

Following the consultation, the scheme was amended to respond to the feedback received. This resulted in the changes set out below -

1. Reduction in quantum of proposed units
2. Reduction in overall bulk and scale of the proposal
3. Improved parking ratio
4. Less imposing massing on the streetscene to Oatlands Drive







### Building Line & Streetscene

It is essential that the proposed scheme fits in to the existing streetscene and provides a coherent and complimentary insertion into the gap that will be created for the development.

The existing streetscene is two individual detached houses of mixed character and scale, as shown on the image overpage. No.18 Oatlands Drive is a large two-storey properties with prominent gables and articulation. No.16 is a smaller bungalow, with accommodation at 1st floor within the roof. The properties sit adjacent to neighbouring boundaries, offering little or no gaps to the streetscene.

The rest of the streetscene is made up of areas of hard surfacing that accommodate parking areas for each property. Both properties have their own access on to Oatlands Drive. The areas of hard surfacing are set behind a line of mature and semi-mature landscape of trees, hedging and shrubs. The general feel of the streetscene is established but incoherent and contributes little to the street environment.

The proposed streetscene, as the image shows, is of a single building with clear and articulated massing. Importantly, however, the building continues the gaps in the streetscene that was established through the adjacent planning permission. This allows the building to sit comfortably in the proposed rhythm of the street. The gaps are dimensioned on the drawings.

The proposed massing is a three-storey building with accommodation in a mansard roof. The massing is broken by steps in the building and ridge lines, which reduce the bulk of the buildings and also make a reference to a large number of the properties along Oatlands Drive.



Building Line & Streetscene



Consented Streetscene



Proposed Streetscene



Proposed Streetscene including proposal for 4-6 Oatlands Drive

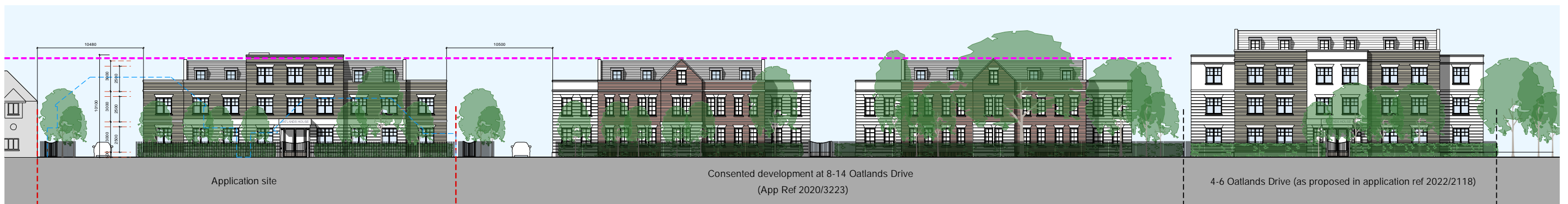
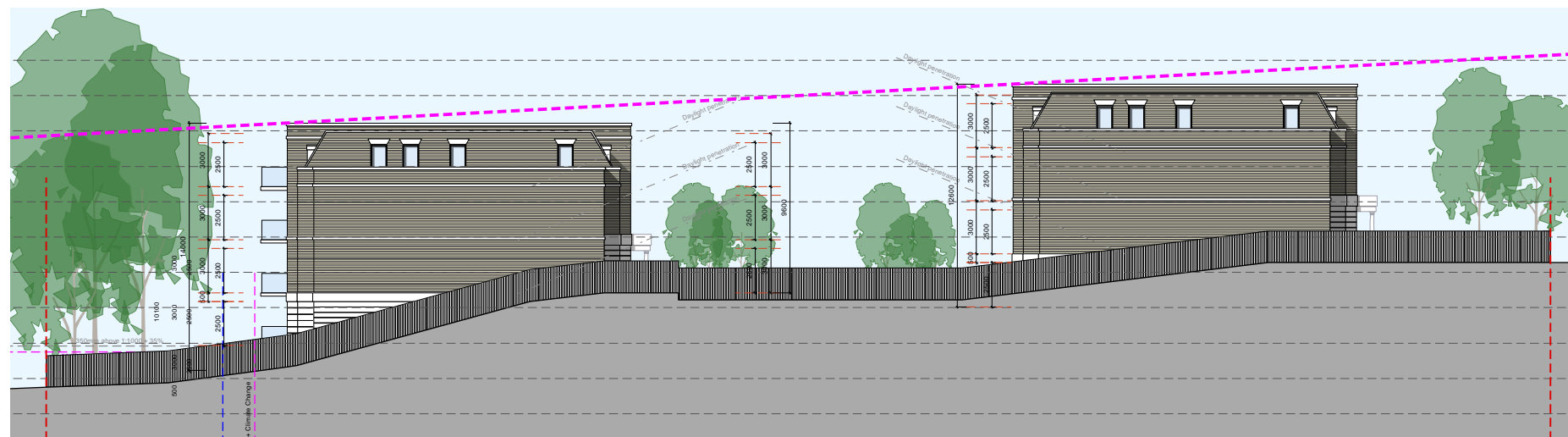




**Massing Approach**

The proposed massing responds positively to the site's setting within the urban context and the broader streetscene of Oatlands Drive. The proposal shows a three-storey building fronting onto Oatlands Drive, which drops down to two storeys on each side to respect the neighbouring properties - existing and in construction. The front building is the same height as the approved planning consent at 8-14 Oatlands Drive. The use of articulation, hierarchy and materiality help to blend the proposal into the emerging context.

The scheme uses the natural topography of the site to introduce a second tier of development to the rear of the site. As with the front building, the proposal shows a three-storey building, which drops down to two storeys on each side to respect the neighbouring properties. This reflects the approach to massing of the approved application at 8-14 Oatlands Drive.



**Proposed Streetscene including proposal for 4-6 Oatlands Drive**







### Parking & Servicing

Important in terms of the overall consideration is the parking layout and design. The parking is arranged in a central landscaped forecourt and in a part-basement level underneath the front building.

The proposed scheme delivers 32 car parking spaces. The level of on-site parking demonstrates that there will be effectively 1 allocated space for each dwelling and provide a larger drop-off/loading bay space next to front building. Of the 32 spaces, 2 are dedicated disabled spaces located, where possible, in convenient access to building entrances.

The site is serviced from the central forecourt, in the same way as the development at 8-14 Oatlands Drive. This allows refuse and delivery vehicles to have the ability to turn within the adjacent site and avoids creating additional areas of hardstanding.

Further details are available in the Transport Assessment.

### Drainage & Flooding

A small area of the site, with the lowest natural topography, sits in Flood Zone 3. As such, the proposed scheme sits outside of Flood Zone 3 (dotted blue line on plan and section). Only the upper levels extend out over the '1 in 1000 year + 35%' line (dotted pink line) allowing any trees or debris to pass under the projections. The residential accommodation is set at a minimum of 350mm above the 1 in 1000 + 35% level. This approach was adopted on the adjacent development at 8-14 Oatlands Drive.

The landscaped forecourt will include a sustainable urban drainage system that facilitates the attenuation of rain/storm water on site.







## Residential Amenity

The proposed accommodation seeks to balance a range of competing criteria, taking account of daylight and sunlight, privacy, private amenity space, overlooking, solar gain and overheating.

As the section demonstrates overpage, the two tiers of development sit more than 20 metres apart from each other, in line with Elmbridge design standards. This also provides a good separation to ensure that all residents have a sense of space and privacy within their homes. This separation distance is consistent with the approved development on the adjacent site at 8-14 Oatlands Drive.

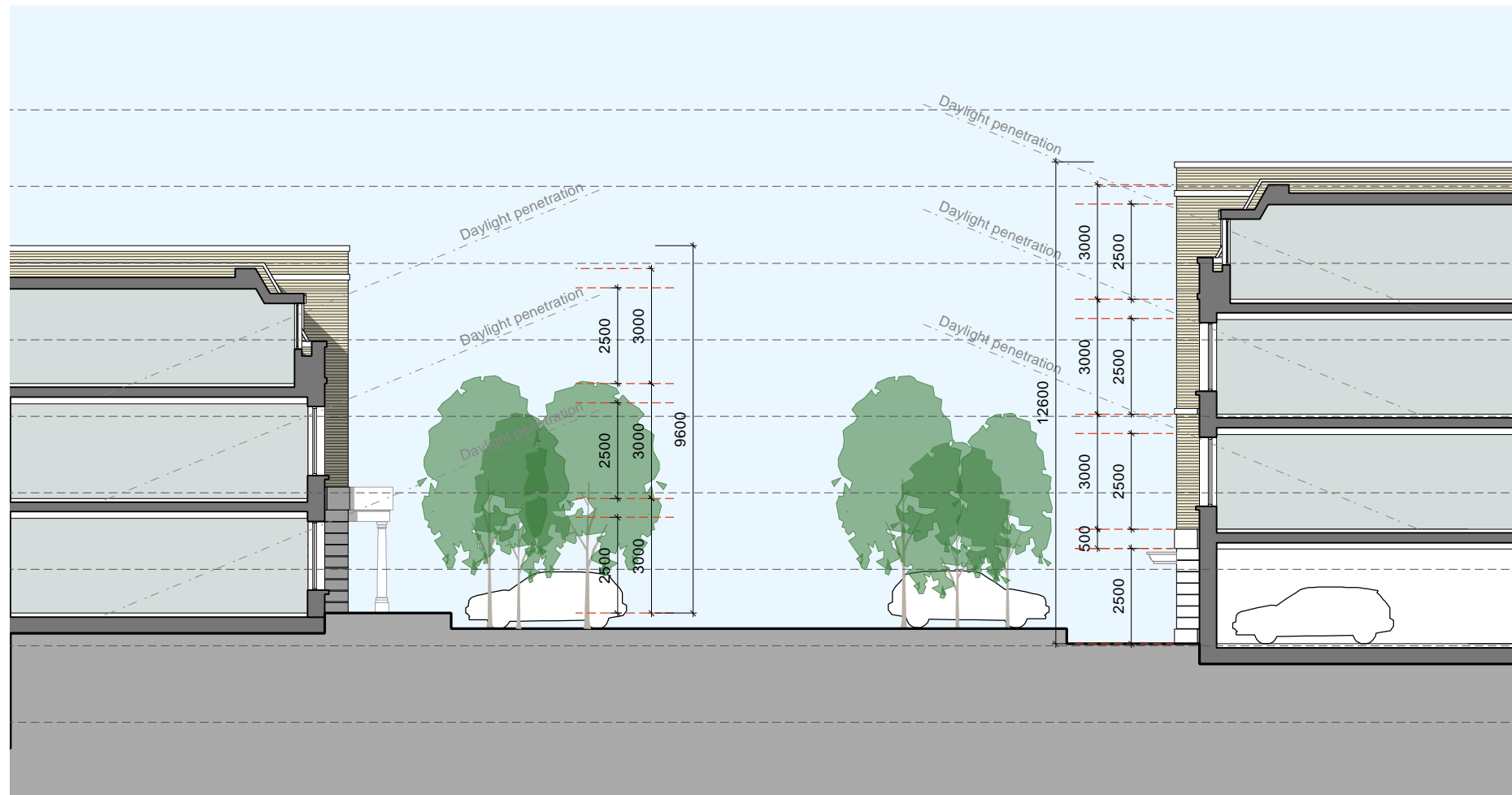
## Private Amenity

Where appropriate, the design looks to incorporate private amenity for dwellings. This is provided through the inclusion of balconies, juliet balconies and areas of terracing at roof level. These spaces add to the enjoyment of accommodation. Some units are afforded a private balcony or roof terrace.

The scheme also provides areas of communal private amenity space, notably to the front and rear of the site. These areas can provide play spaces for all age groups. Whilst it is not anticipated to provide physical structures for play, especially to the front of the development, the landscape can be created to encourage creative and spontaneous areas for play.







### Daylight and Sunlight

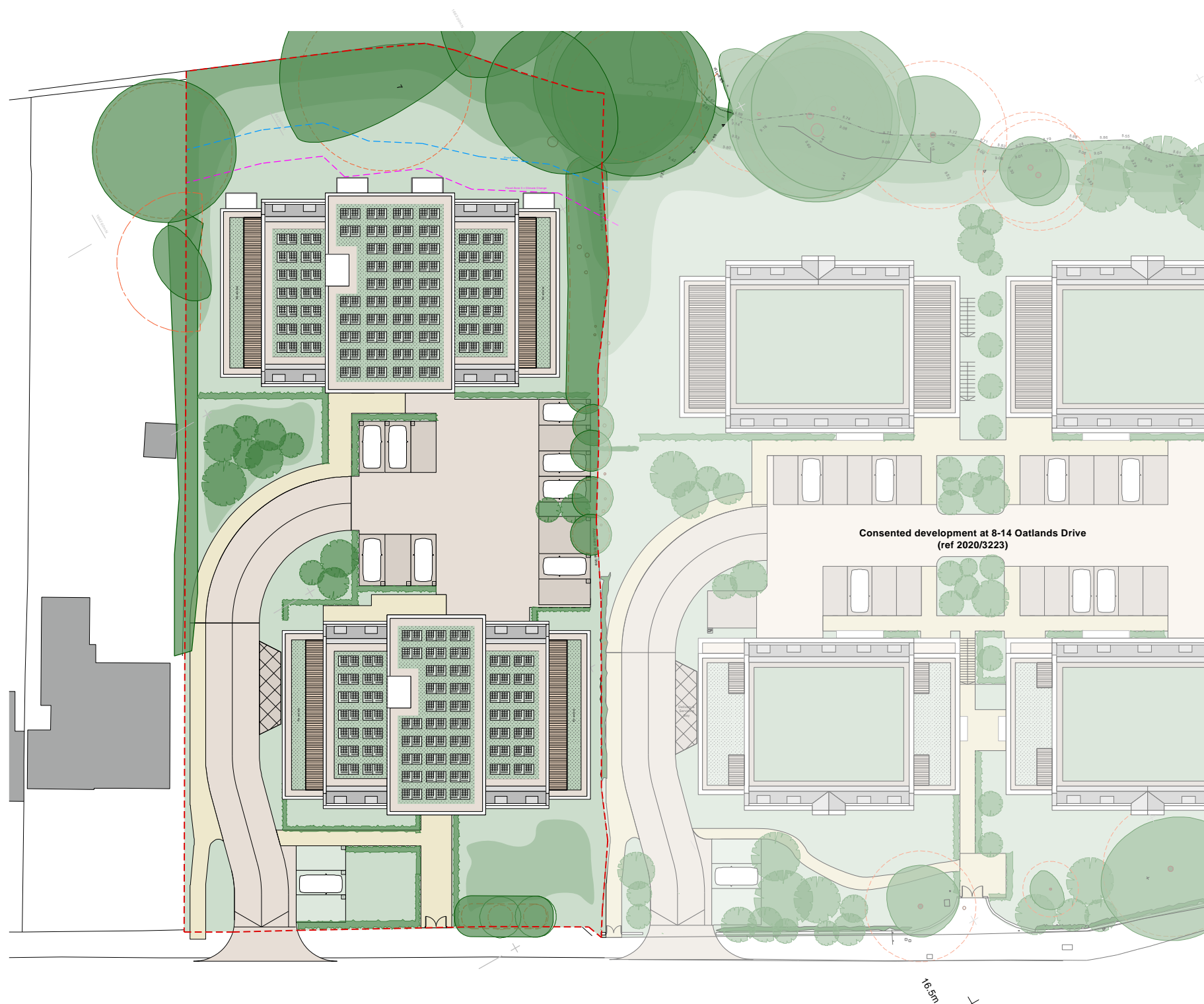
The Elmbridge design guidance sets a design principle that two-storey buildings should be a minimum of 15m from the windows of any existing buildings through an arc of 90 degrees. Greater distances may be required where buildings are more than two-storeys high.

To assess daylight and sunlight effects of the proposed building, guidance in the Building Research Establishment publication 'Site Layout Planning for Daylight and Sunlight – A guide to good practice' has also been applied. This states that if a new building does not intersect with a plane drawn 25 degrees above the horizontal from the centre of the lowest window in the proposed development, then there is unlikely to be a substantial effect on levels of daylight for the proposed layout.

For sunlight, the BRE guidance states that the British Standard for sunlight will be achieved at existing windows where for any existing window which faces within 90 degrees of due south and, as above, there will be no obstruction at an angle above 25 degrees from the horizontal for either the front 2 buildings or the rear building.







### Neighbouring Privacy & Overlooking

The continued enjoyment of the neighbouring properties is paramount in the shaping of the scheme that is being submitted. The design seeks to limit or remove any potential overlooking issues, overshadowing or changes in the privacy that is currently enjoyed. The scheme also recognises the emerging context with the development at 8-14 Oatlands Drive.

As the plan and elevations demonstrate, there are no windows to the flank elevations facing toward the neighbouring property or the emerging scheme. Both blocks have some setback secondary glazing at the upper levels. These windows are a considerable distance from the parapet wall and care has been taken to limit access to the side elevation for maintenance purposes only. The applicant would be willing to consider the use of obscure glazing for these openings should it be felt that this represented an issue for the neighbouring properties.

Careful consideration has been given to the balcony and terrace areas to both buildings.

Landscape also plays a role in ensuring that a sense of privacy is enjoyed by new and existing residents alike. The natural screening provided by trees and foliage along the boundaries will be maintained and enhanced, where possible. A landscape and planting plan accompanies the planning submission and gives details on the additional planting that will be provided.





Materiality



Material 01



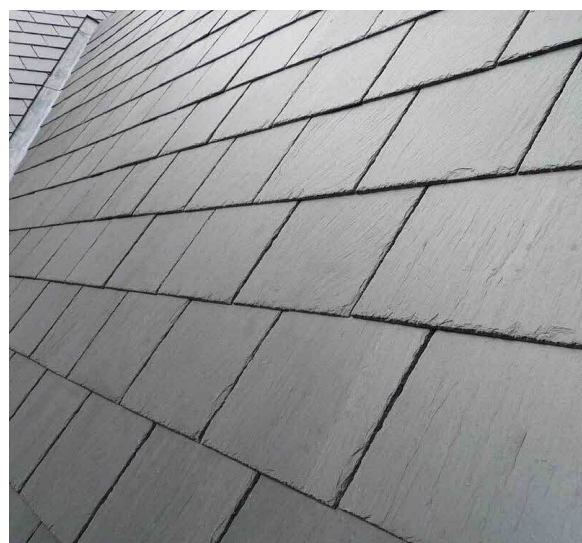
Material 02



Material 03



Material 04



Material 05



Material 06

Material Description

- Material 01 - Heritage stock facing brick - yellow buff tone
- Material 02 - Through-colour off-white ashlar render
- Material 03 - Timber double glazed vertical sliding sash window
- Material 04 - Wetcast reconstituted stone banding/detailing
- Material 05 - Slate roof tiles
- Material 06 - Dark grey GRP dormer with profiled fascia



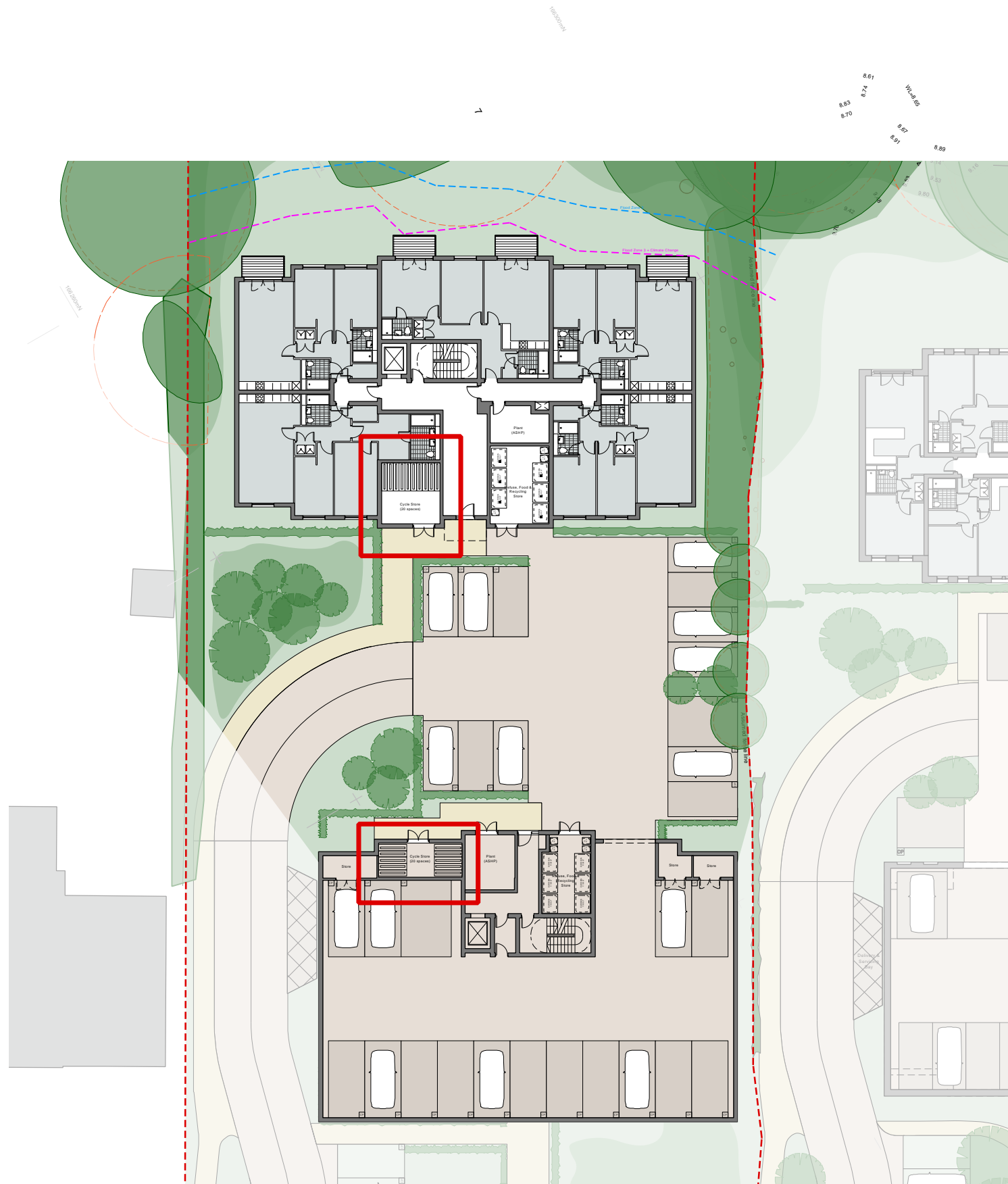


**Materiality**

- Material 01 - Heritage stock facing brick - yellow buff tone
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**Cycle Storage**

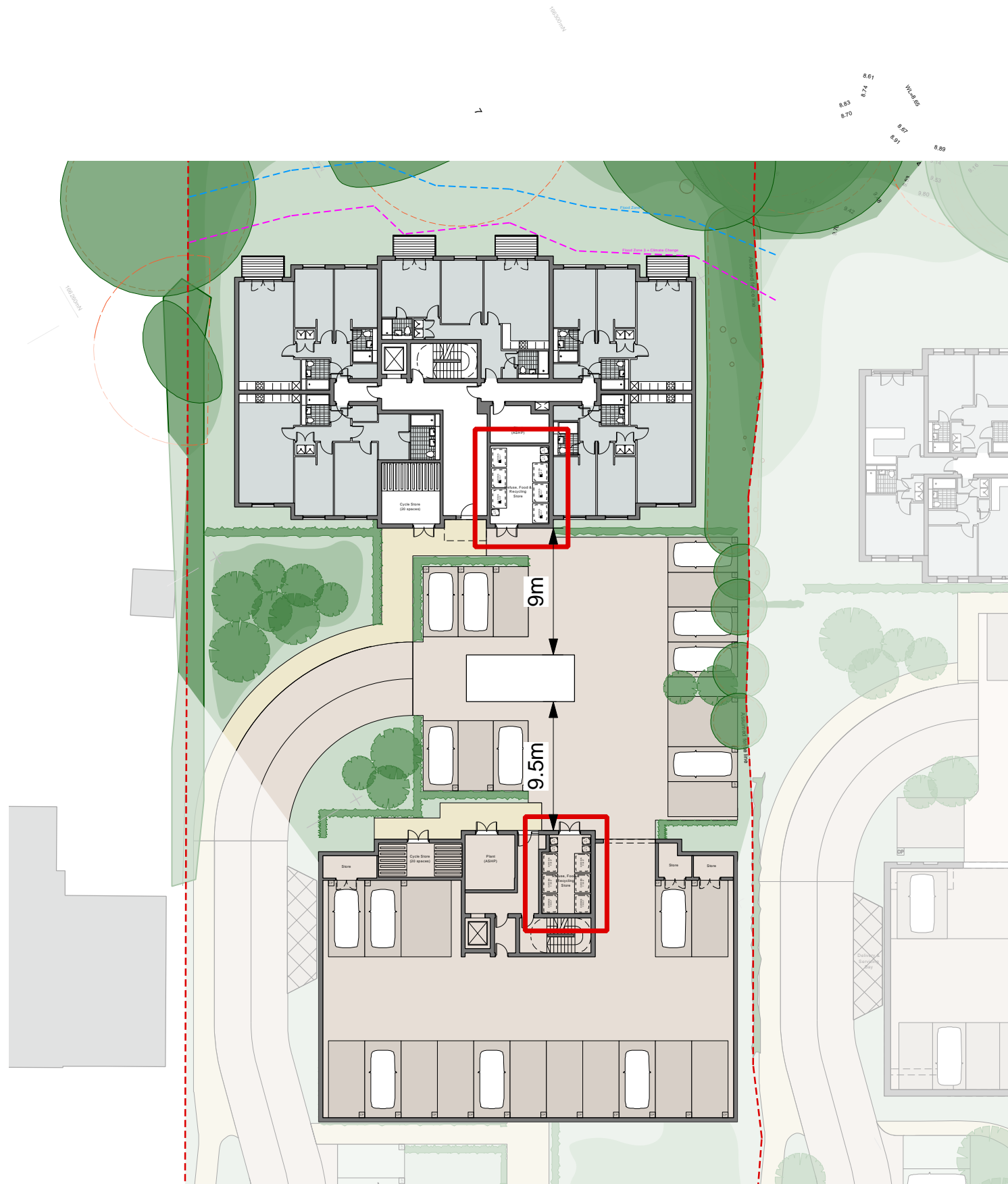
The proposed scheme provides secure cycling parking which is integrated in to both buildings, rather than being a stand-alone facility.

Both cycle stores are located at the lower ground floor, as shown. The cycle stores will be accessed-controlled to maximise the security of the bikes. The proposed stores will use a double-stacked parking system, as shown in the image below. Spaces for 40 bikes will be provided - 20 per building.

With the increase in electric bikes the applicant will explore the potential of adding electrical charging points within the cycle store, although evidence has suggested that people prefer to charge their batteries within the dwellings due to the cost of the battery.







**Refuse & Recycling**

Both buildings have their own dedicated refuse facility, which are integrated in to the building envelopes. The bin stores will be accessed from the landscaped forecourt to avoid the need for ventilation lobbies within the buildings.

The collection truck, as shown, can collect the bins from a distance that is acceptable. The drag distance from the collection point is less than 10 metres and the width of the path from the collection point to the bin store is 1.5 metres.

The bin storage areas will utilise both the 1100 litre Eurobin and a selection of 140 litre standard bins to ensure that all residents are catered for. General waste and recycling will be provided and will be agreed with Elmbridge Borough Council's Waste department in the detailed design phase.

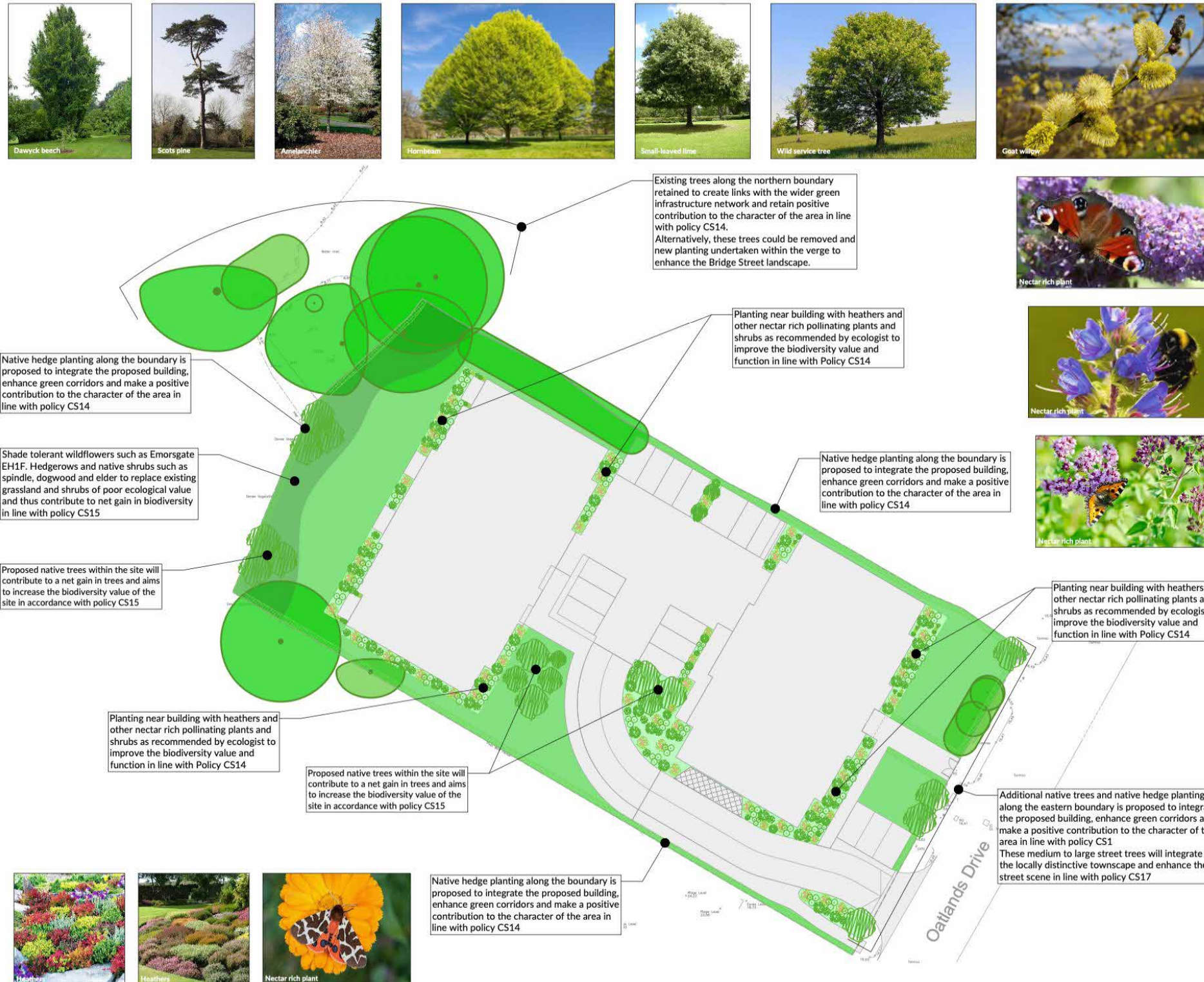
The bin storage areas will be shared between the buildings, with residents being able to access the storage areas from outside.



16.5m

OATLANDS DRIVE





### Landscape & Biodiversity

The scheme is accompanied by a landscape and planting plan, as the extract shows. This highlights the strategic areas of planting to account for the long-distance views of the scheme. Given the soil conditions are likely to be prone to high water content the variety and species have been carefully selected to ensure that all planting flourishes in this location.

A key part of the development is the additional trees that will be planted to the frontage of the scheme. These will complement and enhance the existing mature trees and will provide a 'green screen' to much of the development's impact on Oatlands Drive. This will also provide a sense of privacy to the houses across the road.

The planting to the perimeter will further increase the foliage and screening between the development and adjoining properties. The planting will also help to provide privacy within the scheme, with hedging and shrubs defining private amenity areas, especially in and around the landscaped forecourt.

The planting will combine native species that will prosper in the site and conditions. These are shown on the plan. The flora will be an important benefit to the ecological value of the site. These are demonstrated on the images provided with the landscape plan. Through careful design the proposed scheme will deliver a net biodiversity gain, further details of which are given in the accompanying Biodiversity Assessment.



Block	Floor	Unit Ref	Unit Type	NIA sq.m	NIA sq.ft	NIA sq.m	NIA sq.ft	GIA sq.m	GIA sq.ft	1B1P	1B2P	2B3P	2B4P	3B5P	3B6P	Total
						0.0	0	90.0	969							
<b>Block A</b>	Low. Ground															
	Ground	A-G-01	3B6P	107.6	1,158	430.2	4,631	513.2	5,524						1	1
		A-G-02	2B4P	79.5	856								1			1
		A-G-03	1B2P	56.0	603						1					1
		A-G-05	2B4P	79.5	856								1			1
		A-G-06	3B6P	107.6	1,158										1	1
	1st	A-1-01	1B2P	56.0	603	448.3	4,826	515.3	5,547		1					1
		A-1-02	2B4P	79.5	856								1			1
		A-1-03	2B4P	79.5	856								1			1
		A-1-04	2B4P	74.3	800								1			1
		A-1-05	2B4P	79.5	856								1			1
		A-1-06	2B4P	79.5	856								1			1
	2nd	A-2-01	1B2P	56.0	603	324.5	3,493	373.7	4,023		1					1
		A-2-02	2B4P	97.1	1,045								1			1
		A-2-03	2B4P	74.3	800								1			1
		A-2-04	2B4P	97.1	1,045								1			1
		<b>Sub total</b>		<b>1,203.0</b>	<b>12,949</b>	<b>1,203.0</b>	<b>12,949</b>	<b>1,492.2</b>	<b>16,062</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>15</b>
										0.0%	20.0%	0.0%	66.7%	0.0%	13.3%	100.0%
<b>Block B</b>	Basement	B-B-01	2B4P	81.4	876	262.4	2,825	309.8	3,335				1			1
		B-B-02	2B4P	90.5	974								1			1
		B-B-03	2B4P	90.5	974								1			1
	Lower Ground	B-LG-01	2B4P	94.1	1,013	414.0	4,456	571.9	6,156				1			1
		B-LG-02	2B4P	79.5	856								1			1
		B-LG-03	2B4P	81.4	876								1			1
		B-LG-04	2B4P	79.5	856								1			1
		B-LG-05	2B4P	79.5	856								1			1
	Grd	B-G-01	2B4P	81.4	876	498.3	5,364	571.9	6,156				1			1
		B-G-02	2B4P	79.5	856								1			1
		B-G-03	2B4P	79.5	856								1			1
		B-G-04	2B4P (W)	98.9	1,065								1			1
		B-G-05	2B4P	79.5	856								1			1
		B-G-06	2B4P	79.5	856								1			1
	1st	B-1-01	2B4P	81.4	876	374.5	4,031	430.2	4,631				1			1
		B-1-02	2B4P	97.1	1,045								1			1
		B-1-03	2B4P (W)	98.9	1,065								1			1
		B-1-04	2B4P	97.1	1,045								1			1
		<b>Sub total</b>		<b>1,549.2</b>	<b>16,676</b>	<b>1,549.2</b>	<b>16,676</b>	<b>1,883.8</b>	<b>20,278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>
										0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
<b>Sub Total</b>						<b>2,752.2</b>	<b>29,625</b>	<b>3,376.0</b>	<b>36,340</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>33</b>
<b>Basement Parking</b>								<b>485.3</b>	<b>5,224</b>	0.0%	9.1%	0.0%	84.8%	0.0%	6.1%	100.0%
<b>Development Total</b>						<b>2,752.2</b>	<b>29,625</b>	<b>3,861.3</b>	<b>41,564</b>							
Wheelchair Units		<b>2</b>														
Car Parking Spaces		<b>32</b>	(inc 3 disabled spaces)													





**Sustainability**

The inherent attributes of the site – a brownfield site within close proximity to a town centre, transport infrastructure and local amenities – gives the scheme a number of positive sustainability attributes from the outset. To ensure that the ongoing protection of the Green Belt is upheld it is important that all Local Authorities seek to maximise opportunities for densification within the urban settlements, such as this development, in order for them to meet their housing targets.

In addition to the strong sustainable credentials, the scheme will incorporate the following measures to maximise the sustainability of the project –

Fabric First approach – the insulating properties of the external walls will be maximised to reduce the energy requirements for space heating. The glazing specification will also be enhanced to ensure that the U-Value is maximised, and the G Value is balanced with the requirements for natural daylight

Natural ventilation & MVHR – the dwellings will have the ability to utilise natural ventilation, through openable windows, with the option of using mechanical ventilation heat recovery units where necessary

Sustainable urban drainage – the landscaped forecourt will utilise semi-permeable paving

PV panels – the areas of flat roof are suitable for the inclusion of PV panels, should they be required

Electric vehicle charging points – the scheme proposes to meet Elmbridge's policy. These are shown on the plans

Cycle parking – the scheme will deliver cycle parking over and above the Elmbridge requirements. The use of bicycles as a mode of transport should be encouraged and residents will be provided with a travel plan to communicate the cycle network options that are available to them

Car club – the applicant is happy to consider the benefits of including a limited private car club within the scheme for the use of residents

Recycling – the convenience of recycling facilities is a fundamental consideration in apartment living. The bin stores are located on a natural exit through the building to encourage frequent and separated recycling

Ecology – the application is accompanied by a Phase 1 ecological assessment

Lighting – all fixtures and fittings will be LED to reduce the energy consumption of the development





### Access

The intention is that Proposed Development is designed to be as inclusive as possible so that it can be comfortably and independently used by residents and visitors to the development regardless their age, ability or gender.

The Commission for Architecture and the Built Environment published a guide called The Principles of Inclusive Design in 2006, which states that inclusive design:

Places people at the heart of the design process;

Acknowledges diversity and difference;

Offers choice where a single design solution cannot accommodate all users;

Provides for flexibility in use; and

Provides buildings and environments that are convenient and enjoyable to use for everyone

The development therefore will follow these principles and meet the guidance of Approved Document M, and the access and inclusive access policies set out by Elmbridge Borough Council as a minimum, and will consider the design guidance stated in relevant British Standards and other current good practice guidance about meeting the needs of disabled people.

The main access standards referred to in this section are:

The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition

The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition

The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition. Current published good practice in design and detailing which meets the needs of disabled people

British Standard 8300:2018 Design of Buildings of an Accessible and Inclusive Built Environment BS8300-1 - External Environment Code of Practice BS8300-2 : Building Code of Practice

The main policies relating to access in relevant local development documents that have been taken into account are:

National Planning Policy Framework (NPPF), Ministry of Housing, Communities and Local Government, 2019. The NPPF states that all developments should be designed to be inclusive and that this should be addressed by local policies. Developments should consider the needs of the different groups in the community including children, older people and disabled people.

To ensure the comfort of all pedestrians using the public realm the following considerations have been taken into account:

Suitable non-slip, even, level walking surfaces

Cross-falls no steeper than 1:40

Floor surfaces that avoid dark strips which may be confused by steps or level changes by partially sighted people and people with mental health conditions;

Drainage gratings are located outside the access routes where possible;

Any street furniture, paving and landscape features such as the proposed trees, public seating and cafe seating, will be located so as to avoid creating barriers or hazards for disabled people;



### Access

Seating will offer a range of heights, armrests and back support with some allowing sideways transfer for wheelchair users.

Consistent and reliable lighting between the various spaces and along routes - for security and to enable visually impaired users to navigate safely

#### Category M4(2) units - Internal provisions

The following features are the minimum access provisions required by AD-M, Category 2 units, which have been reviewed against the proposed design:

All entrance doors have a minimum clear opening width of 850mm, with a clear approach space to the door of 300 mm on the leading edge of the door maintained for a minimum distance of 1200 mm beyond it.

All internal corridors and clear opening widths of doors are in accordance with Table 2.1 of AD-M, Volume 1.

Adequate circulation space for wheelchair users is provided in all habitable rooms, including space in bedrooms, space to access windows, and space in front of all kitchen units.

All M4(2) units are single-storey and have a bathroom which meets the provisions of Diagram 2.5 of AD-M, Volume 1, Section 2B, including a provision for a potential level access shower.

Doors to the bathroom requiring ease access to them will open outwards. Further details will be detailed at the appropriate stage of design development

#### Category M4(3) units - Internal provisions

The following features are the minimum access provisions required by AD-M, category 3 units, which have been reviewed against the proposed design:

All entrance doors have a minimum clear opening width of 850mm, with a clear approach space to the door of 300 mm on the leading edge of the door maintained for a minimum distance of 1800 mm beyond it, and a clear approach of 200 mm on the following edge of the door maintained for a minimum distance of 1500 mm beyond it.

All dwellings have a provision of a space of 1100 mm deep by 1700 mm wide close to the private entrance, to store and charge a wheelchair

All internal corridors are minimum 1200mm wide and internal doors have a minimum clear opening width of 850mm, with a clear approach space to the door of 300 mm on the leading edge of the door, and a clear approach of 200 mm on the following edge of the door

Adequate circulation space for wheelchair users is provided in all habitable rooms, including space in bedrooms, space to access windows, and space in front of all kitchen units

The length of the kitchen worktop, including fittings and appliances, is in accordance with Table 3.3 and 3.4 of AD-M, Volume 1

All M4(3) units are single-storey and have a bathroom which meets the provisions of Diagram 3.10 and 3.11 of AD-M, Volume 1

Dwellings of four or more bedspaces have access to a second WC which will meet the provisions of Diagram 3.13 of AD-M, Volume 1.

All doors to the accessible bathrooms open outwards;

Further details will be detailed at the appropriate stage of design development