

# *Planning, Design and Access Statement*

for

12 Claygate Lane  
Hinchley Wood  
Esher, Surrey  
KT10 0AQ

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## **Introduction**

On behalf of our client, we hereby submit a Full Planning Application for the Council's consideration, which provides for the construction of 9 new dwellings (2 x detached, 2 pairs of semi-detached and a block comprising 3 one bed flats) following the demolition of the existing dwelling.

In support of the application, drawings 2023 – P629 – 001, 002, 003, 004, 005, 006, 007, 008, 009, 010 & 011, show the proposed site plan, the proposed floor plans and elevations, street scenes and sections, the existing house, car ports and stores plus an existing site plan.

The existing land has until recently been part of the rear garden of Number 12 Claygate Lane.

The existing entrance off of Claygate Lane which will provide access for all 9 dwellings.

The key planning consideration concerns the principal of creating this proposal, the design and the appearance of the proposed dwellings and their impact upon neighbour amenity.

We will demonstrate how physical characteristics of the scheme have been informed by a rigorous process in creating the proposed replacement dwellings on the subject site. This will cover the following:

- Size of proposed dwellings
- Layout of the buildings on the site, and their relationship with other buildings and spaces around the site.
- Scale of the proposed dwellings
- Relevant tree & landscaping issues
- Design and appearance of the dwellings

This statement will show that all access issues have been considered together, in particular,

- Vehicular and transport links
- Inclusive access

## **Planning Policy and Planning Assessment**

It is our intention to meet and conform to the relevant policies in force at the time of this application, to create new dwellings of a scale which are sympathetic to the surroundings and employing an architectural style which will have a natural compatibility within the existing setting of the road and the locality in general.

The local contexts of the site and its surroundings have been thoroughly researched throughout the design process taking due regard of Physical, Social and Economic context and relevant Planning Policy.

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that decisions made under the Planning Acts are determined in accordance with the development plan unless other material considerations indicate otherwise.

In addition to the above, the following documents are deemed a material consideration when determining planning applications: (Local Policies and Local Plans are also taken into account)

Revised National Planning Policy Framework (July 2018); National Planning Policy Guidance (2014 - updated 2018); House of Commons: Written Statement (HCWS50) - Support for small scale developers, custom and self-builders (2014);

Policy DM7 considers access and parking and seeks to ensure that traffic impact, highway design standards and details with regards to off-street parking layout meet standards and are appropriate in principle; and specifically:

### **Access**

- i. The layout and siting of accesses should be acceptable in terms of amenity, capacity, safety, pollution, noise and visual impact.
- ii. Access to and from the highway should be safe and convenient for pedestrians, cyclists and motorists.
- iii. Provisions for loading, unloading and the turning of service vehicles are expected to be designed into the scheme ensuring highway and pedestrian safety.
- iv. The proposal should minimise the impact of vehicle and traffic nuisance, particularly in residential areas and other sensitive areas.

### **Parking**

- i. The proposed parking provision should be appropriate to the development and not result in an increase in on-street parking stress that would be detrimental to the amenities of local residents. In such instances, a minimum provision of one space per residential unit will be required.
- ii. Garaging, cycle stores and car parking designs should be integrated into the scheme and respect the character of the area.
- iii. Hardstanding should be designed and constructed with permeable (or porous) surfacing. Impermeable paving should be limited and the use of soft landscape maximised.

iv. Provision of car, cycle and disabled parking should accord with the Elmbridge Parking Standards.

DM8 – refuse and recycling standards for new development will be met where appropriate waste and recycling facilities must be provided on all new developments

Policy DM10 considers new residential development where high standards of living are expected to be achieved including being able to meet and ideally exceed minimum space standards and also ensuring appropriate levels of light penetrating and outlook are achieved.

Policy DM21 regards nature conservation and biodiversity.

Also relevant is the Design and Character SPD 2012 and its accompanying Companion Guide: Weybridge and the relevant Developer Contributions SPD 2012.

The following list covers some of the specific considerations in respect to the proposed development. We have assessed the scheme against adopted planning policy for the following elements:

Principle of demolition

Principle of residential development

Density

Residential mix

Affordable housing

Residential quality (including amenity space)

Design considerations

Amenity impacts on neighbouring properties and future occupiers

Transport and access

Sustainability and energy

Ecological considerations (including arboricultural considerations)

Flood risk considerations

Refuse and recycling

Planning obligations

## **Statement**

The application site comprises an area of approximately 0.34 plus hectares on an established residential road within the settlement area of Esher.

The design and architectural style of the proposed dwellings have been derived from the varied architectural character of the surrounding area and existing dwellings along Claygate Lane, and have been carefully designed so as not to appear visually obtrusive in terms of height and mass. It is felt that the design of the proposed dwellings will enhance the character and appearance of the surrounding area, as is demonstrated on the accompanying plans.

The proposal to create these new houses would respect the character of other properties in the vicinity in terms of scale and form, and the proposed materials would integrate well into the area. The buildings would retain adequate separation between itself and the neighbouring properties. The boundary distances have actually increased with this proposal.

The ridge lines are at a height which is respectful of the existing and neighbouring properties and will not look out of place within the road.

There is parking provision for 2 cars per house and one per flat. The driveway is located to the front of the properties and has been carefully designed within the curtilage of the plot to compliment the location of the dwellings and also incorporate new planting areas.

The proposed development is located in a residential road with relatively low pedestrian and vehicular traffic flow, therefore the positioning of the proposed driveway access would not create a danger to its users or others.

In terms of Highway Implications there are no material issues with regards to safety.

Much of the landscaping around the site is to be retained and enhanced where necessary in order to ensure that the proposed development remains well screened. New trees will be planted along the boundaries as shown on the site plan.

The overall layout has been designed to ensure there is a balance between the coverage of the built form and landscaped amenity, whilst optimising the development potential of the site.

**Policy DM10** of the development management plan indicates that housing development on garden or previously developed land will be appropriate subject to a good design that respects the character of the area, preserves the privacy and amenity of existing and future residents, does not harm amenity by reason of the movement of vehicles and pedestrians and incorporates a high standard of landscaping.

It is not considered that the amenities of the neighbours would be adversely affected in terms of loss of light or overbearing impact arising from the development.

The Core Strategy indicates that there is scope for residential development through the redevelopment of existing sites with well-designed schemes that integrate with and enhance the local character. The new development is required to deliver high quality design, which maximises the efficient use of land and which responds to the positive features of individual locations; integrating sensitively with locally distinct townscape while protecting the amenities of those living in the area. Innovative contemporary design that embraces sustainability and improves local character will be supported.

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site', and we feel we have achieved this with this proposal and we also meet the parking standards required.

The visual amenity of the adjacent properties will in no way be compromised by the proposed dwellings; the building line is fully respected under the proposed development and there are sufficient distances from adjacent properties and there will be no overlooking issues.

Residential development should be sympathetic to and not detract from the appearance and character of the surrounding area and planning permission should be granted for proposals that, among other things, take into account the relationship between any existing and proposed buildings, the plot size and the prevailing density of the area. When taking account of the distances between the proposed dwellings and the site boundaries we were careful to be consistent with other buildings in the surrounding area and thus we have avoided a cramped form of development.

The proposal to site these new dwellings on the area as shown on the attached plans doesn't raise any matters significant to the development as the levels and topography of the site are fully respected; this is further reinforced by the fact that the height and massing of the new dwellings is not unduly prominent in relation to the surrounding properties.

Claygate Lane is an established road with a number of large detached houses, some of which occupy smaller plots. These new houses will compliment the adjacent properties and be in character with the design ethos of many other properties within the locality. The proposed location of the new dwellings and their impact on the appearance of the surrounding area would be therefore limited. Equally there would be no significant loss of privacy to the neighbouring properties, nor adjacent residents in the locality. This response is a well-conceived and well exercised design and access solution, in accordance with the current national and local planning policies.

The design of the development has focused on achieving high levels of sustainability and urban biodiversity. This will be achieved by:

**Insulation** – all necessary walls, floors and roofs will be insulated to a standard that exceeds the current Building Regulations 'Part L' (Conversion of Fuel and Power)

**Refuse** – as part of the design process, Elmbridge Borough Council's Environmental and Waste Strategy department will be consulted in order to provide advice on an appropriate waste management strategy. Refuse storage areas.

**Building Materials** – Sympathetic, non-hazardous, traditional materials will be used for the construction which will be recycled and locally sourced wherever possible. All timber used for construction will be legitimately sourced and certified as sustainable by TRADA.

**Ventilation** – window and door openings in the proposed development will provide more than adequate natural ventilation therefore negating the need for powered air conditioning. Trickle vents will be included.

**Heating** – the dwellings will have high efficiency boilers with direct water heating and SEDBUK rating of A

## **Conclusion**

The proposed development will create nine new high quality residential units on an existing residential site within the Esher area. The proposal would be in keeping with the residential character of the area and would not result in unacceptable harm to the amenities or occupiers of neighbouring properties and the proposal would comply with relevant Development Management plan policies, and particularly Core Strategy Policies.

The new dwellings will help to satisfy the growing demand for housing in the Elmbridge Borough area. The latest published Local Housing Need figures is 623 dwellings per year.

Careful consideration has been given to Elmbridge Borough Council's planning policies throughout the design process. All internal rooms and external amenity spaces comply with the National Space Standards and will comfortably exceed BRE lighting requirements.

The properties proposed will be of high quality and the proposed dwellings will also provide an adequate level of amenity to their occupiers, without compromising the residential amenity of neighbouring properties.

Careful design considerations have been taken into account to ensure the proposed development achieves high quality design by conserving, respecting and responding positively to the character and appearance of the local area, as well as the amenity of the neighbouring properties. The design of the development has been carefully considered to ensure the development is sustainable and that it conserves and enhances the natural environment, wildlife habitats and biodiversity.

In conclusion and for the reasons mentioned above the proposed new dwellings would therefore not materially alter the existing street scene nor detract from the visual amenity of the street scene or the occupiers of surrounding properties.