



Ilex (1), Englefield Green, Egham

Surrey TW20 0TE

Design and Access Statement

August 2015

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Appendix 1 – Ilex, Englefield Green, Egham Garage Survey

1. Introduction

This Design and Access statement has been prepared by MEPK Architects for a planning application to demolish the existing garages and erect 2 no. semi-detached and 1 detached 2 bedroom 4 person houses on the site to the rear of 2 & 63 Ilex Close, Englefield Green, Egham, Surrey TW20 0TE

This statement is to be read in conjunction with the following drawings:

- 1451_SLP-01 site location plan
- 1451_P-01 site and floor plans
- 1451_P-02 first floor plans
- 1451_P-03 roof plans
- 1451_P-04 elevations
- 1451_P-05 3d images
- 5022 AIA REPORT Ilex Close Egham 25 07 2015

2. Site location & description

The site is located within the west of Englefield Green, west of the London orbital motorway M25 in North West Surrey. The surrounding environment is residential with fields to the south-eastern boundary.

The site is owned by the applicant and contains predominantly disused garages.



Birdseye view (NTS)

Photographs



View of site access road between 57 Ilex (1) Close & 63 (left) Elmbank Avenue



View looking South-West from the North-Eastern boundary of the site

3. Pre-application consultation

Pre-application advice has been received from Runnymede Council planning officer, Joanne Hollingdale during the design period of this application. In response to advice attached in email dated 13.02.15. We have made the following positive changes to the design:

- The standalone unit has reoriented the location of its bathroom to minimise any overlooking to the existing gardens, allowing the bedroom to be further away from the shared boundary garden.
- The north dwelling of the semi-detached houses has been moved south by 800mm to increase the separation between 63 Elmbank Avenue.
- To make the new dwellings visually acceptable we have matched the roof to reflect the language of the built form of the existing housing in the estate.

In addition, the information requested on the use of the existing garages is included in Appendix 1.

We have also received feedback from the councils Arboriculturist, Sarah Duckworth. In response to the email from Sarah dated 09.04.15 the proposed dwelling have been moved further towards the central area of the site away from the trees on the south & east boundary. Also a tree specialist was appointed and an Arboriculturist Impact Statement has been submitted with this application.

4. Secured by Design consultation

We have met and discussed the scheme with Elaine Burtenshaw the local area Designing Out Crime Officer (DOCO) for North Surrey Police, Guildford, Surrey.
Reference no. for the scheme is SY/RM/15/04

The feedback was generally positive and comments as below (many of the comments will be developed in detail design stage as stated);

1. Layout & Roads

Vehicular and pedestrian routes are clearly marked out. The parking although not at the front of the house as preferred is visually open to enhance the feeling of safety.

The parking to the side of the housing gives a point of privacy with its small pathway to the garden entrance.

2. Footpath design

The public pathway has been proposed on the opposite side of the road to detract activity away from the front of the proposed houses.

3. Planting & Planting next to footpath

Protective planting has been used for the front of the bay windows for both projects.

The layout allows sufficient planting within its space, using planting as a defence mechanism as well as an attractive feature. Use of species to be developed in the detail design.

4. General & Street Lighting

Lux plan to be developed in detail design.

It has been advised that luminaire bollards are not used and instead columns.

5. Dwelling Boundaries

Gates to the rear garden are to the height of 1800mm and are lockable.

6. Site & Rear Boundaries

New fencing to be proposed to the rear and the boundary line of the gardens are to be 1800mm with 300mm trellis. Fencing separating the semi-detached houses follow the format of 1800mm height for 3m and then 1000mm height.

Existing boundary wall to the south of the houses to be retained dependant on condition.

7. Gable end walls

All elevations have windows allocated to give additional surveillance.

8. Climbing Aids

All bins have been located within the private garden to remove climbing aids to get into the properties

9. Car parking

Car parking sits on hard landscaping within the dwelling boundary and has windows that give extra surveillance.

The communal parking (existing lay-by parking spaces relocated) is adjacent to the proposed houses and is within viewing distance from a living room window.

10. Doors & Windows

All doors and windows to follow SBD standards. To be developed in detail design

11. Utilities

To reduce any opportunity of theft all utility meters are to be proposed outside of the properties at a point where they can be overlooked.

12. External Storage (Sheds)

Sheds to be position 500mm offset from the boundary walls, to deter anyone using the shed as a climbing aid.

Bicycle storage to be proposed within the shed. A Sheffield stand or similar to be proposed to secure bicycles.

5. Design, appearance, scale and layout

The proposal responds to its' settings by adopting a domestic form and language.

The use of brown-multi stock brick helps anchor the scheme to the wider locality.

Front elevations incorporate staggered, projecting header bricks to create patterned panel. These are intended to echo the tiled panels found on the existing houses in the surrounding estate.

The design of the fenestration is contemporary in its composition but reflects the rhythm of the surrounding buildings.

The scale of the proposal is in keeping with the surroundings and the gable roofs reflect the language of the built form in the surrounding estate.

The proposal meets the layout criteria set out by the HCA's Design and Quality Standards and generally meets the enhanced standards of the GLA London Housing Design Guide (LHDG). The proposal will be designed to meet Secured by Design standards.

Refuse storage areas for the properties are located within their respective private gardens, which are accessed via gated pathways.

The private garden space to the rear of each property is reasonably sized, creating an appealing outdoor space that will enhance the quality of living.



Projecting header brick patterns

6. Access Statement

Each dwelling has been provided with 2 no. off street parking spaces and 6 additional shared parking space.

The scheme has also been designed to achieve Lifetime Homes requirements.

The main entrances are visually prominent and are level accessed in accordance with Approved Document M.

7. Conclusion

The development will provide much needed affordable family sized accommodation.

The scheme has been designed to minimise its impact on the surrounding residents and respects the scale and character of the surrounding development.

The scheme proposes high quality well designed residential accommodation that will enhance the character of the immediate area and make full and effective use of the site in accordance with Sections 6, 7 & 8 of the National Planning Policy Framework.

As a mark of quality the houses will achieve Code for Sustainable Homes Level 4.

The following 5 cost-effective design principles have been applied that add little or minimal cost to project delivery whilst providing the optimum in thermal and environmental comfort for the occupier.

- Siting of buildings – orientation and aspect of habitable rooms
- Thermal insulation and airtightness
- Natural ventilation
- Strategic planting to improve microclimate
- Selection of materials

The proposals do not conflict with or prejudice the implementation of the relevant policies of the local development plan and therefore fulfils national and regional guidance on the creation of quality housing.

Appendix 1 –Ilex (1), Englefield Green, Egham Garage Survey

The following information was provided by Pat Hollingsworth, Head of Housing for Runnymede Borough Council. Email: Pat.Hollingsworth@runnymede.gov.uk

There are currently 15 garages in this compound. The dimensions of the garages are 5 metres x 3 metres therefore they can only fit a smaller car in them - and they do not have light or power.

The garages are rented on a weekly licence and could be terminated with a week's notice by the licensee or licensor.

Currently 3 garages of the 15 are void. Of the remaining 12, 8 of these are rented by people who live more than 2/3 of a mile away – (the furthest being 12.7 miles away).

This would indicate that the garages are used for storage of goods rather than storage of a vehicle. Details of home addresses indicate that only 4 licensees use the garages for parking.