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1.0 Introduction

This Design and Access Statement sets out the vision, objectives and approach for a new development located at no’s. 2 to 132 (even numbers) Portland Drive, Merstham, Redhill, Surrey, RH1 3JA. This document has been prepared on behalf of Raven Housing Trust (RHT) and is to support the outline planning application being made for the site.

The application site is approximately 0.95 hectares and forms land currently owned by RHT and Surrey County Council (Highways). The design for the site has considered Government guidance such as National Planning Policy Framework, as well as key strategic objectives set by the county and borough councils. These key objectives include providing high quality market homes, which are well integrated into the existing neighbourhood and accessible to local people.

We have based the structure of this statement on the CABE guidance for design and access statements. The submitted design reflects the outcome of extensive liaison and consultation with RBBC, Surrey County Council, the local community and existing residents; as well as the broad range of expertise within the design team.

This varied input and advice has guided us towards a medium density scheme with high quality outdoor amenity spaces. The mix and type of housing is varied and focuses on providing good size family homes with decent gardens and parking within close proximity.

This document sets out the process undertaken to get to this stage, and the key rationale and principles for the design as it stands. It is envisaged that this outline planning submission will define a coherent framework upon which later detailed designs will elaborate.
2.0 The Strategic Position

Figure 2: Site Aerial

The Merstham Estate is situated in the eastern area of Merstham Ward, north of central Reigate and south of the M25. The central spine of the estate is Portland Drive which houses local shops, community facilities and recreation space. The Surrey Strategic Partnership has identified the Merstham Estate as one of the most deprived areas in Surrey, with its regeneration a key aim of Reigate & Banstead Borough Council over the next few years.

Of the existing 24 shops in this parade, 3 are vacant and 4 are let to local community uses. The Portland Drive Parade of shops was designed for a time in the 1950’s and 1960’s when people shopped locally for a significant proportion of their daily necessities. However the advent of the car, the modern supermarket and the internet has wholly changed people’s shopping habits and the necessity for a parade of 24 shops to serve a community the size of the Merstham estate no longer exists. The parade has become dated and run down with shop letting at times very difficult to achieve even at minimal rents.

The new shops and community facilities proposed for the Triangle and Iron Horse sites will include a convenience store and 6 other shops one of which will be a pharmacy. The majority of the local community uses together with a cafe will be provided alongside the library and other facilities in the Community hub, to be located on the triangle site. The other shops will be targeted to meet local needs.

The Merstham Estate Local Centre Planning Framework document sets out in greater detail the rationale behind the need for regeneration and the phases that have already been completed.

This document aims to assess the existing area and the processes that have led to this point and, set out the key elements of the proposals; providing a clear set of principles for the development of the Portland Drive site.
3.0 Physical Context

The Portland Drive site is dominated by a tall 4 storey structure with ground floor shops and deck access flats above. The site is approximately 0.95 ha and is owned by Raven Housing Trust. The building is best described as monolithic being approximately 150m long by 25m deep and 16m to the highest ridge. It is a vast in-situ concrete structure that is in a poor state of repair and in terms of scale and appearance is quite incongruous within the Estate. It comprises 21 retail units (some being double width) and 42 flats above at first and second floor (4 x private, 38 x affordable) with 2 or 3 bedrooms.

The flats are accessed via stair towers at each end of the block leading to a long deck access platform from which further stairs lead to upper floor flats. To the rear of the block are a service yard and a long row of parking serving the shops and flats. The scale of the building is out of character with the Estate and the imbalance between it and the 2 storey 1950’s houses to the north west of Portland Drive makes this street an unsatisfactory urban experience. The houses in Portland Drive and Malmstone Avenue are terraces of 2 storey dwellings of traditional style with pitched roofs and brick construction, broken visually along the street scene by strips of open green space. A large residential flat block named Portland House sits at the western end of the street and stands at a full six storeys in height.

To the immediate south west of the site is an open green, triangular shaped site. Reigate & Banstead Borough Council are looking to develop the site for a new purpose-built community centre, incorporating the library, youth skills centre, training rooms, café, public IT resources and drop-in advice facilities, plus three shops.

Also to the south west, is a site previously occupied by the Iron Horse Public House. It is proposed that the site is developed for a convenience store and three shops by Reigate & Banstead Borough Council. Above the shops there will be ten shared ownership flats that will be owned by Raven.

To the north west of the site, and across Portland Drive, Raven has submitted a planning application for 40 new homes. It is proposed that there will be 11 homes for social rent, 19 for shared ownership and 10 homes for market sale.

Figure 3: Birds-eye view of the application site
3.1
Surrounding Site Context Images

Figure 4: Portland Drive street elevation
Figure 5: View east along Portland Drive
Figure 6: View south on Malmstone Avenue
Figure 7: View west from corner of Portland Drive
Figure 8: View towards Hidenley Close
Figure 9: Properties across the green opposite on Hidenley Close

Site Photographs taken from the surrounding area
3.1 Surrounding Site Context Images

Figure 10: Rear of Portland Drive on Nailsworth Crescent
Figure 11: Properties opposite rear of site on Nailsworth Crescent
Figure 12: Nailsworth Crescent
Figure 13: Rear storage of Portland Drive
Figure 14: Rear access to ground floor retail
Figure 15: Southern end of Portland Drive

Site Photographs taken from the surrounding area
3.1
Surrounding Site Context Images

Site Photographs taken from the surrounding area
4.0 Socio-Economic Context

The Planning Framework describes that the shopping parade is somewhat intimidating and suffers from a poor perception and general reputation as a place of anti-social behaviour. The building and the environment it creates has a direct relationship with these negative characteristics. It has been studied for potential conversion but this option has been discounted due to technical and financial issues. It was demonstrated that even with significant expenditure the homes created may not meet good fabric performance standards nor meet the wider regeneration goals.

Many of the shops in the parade are owner occupied and it is therefore difficult to judge the degree to which employment will be affected. Clearly the new shopping offer to be provided to replace the parade will provide new employment opportunities, indeed it has the potential to provide more. However shopkeepers not able to secure a place in the new shops and thus provide continuing employment opportunities, will be compensated and encouraged to take their business elsewhere to other communities and utilise the many empty shops there are at present.

The arrangement of the building would pose serious problems when trying to create a more vibrant street scene and a greater level of pedestrian connectivity in and around the area. Fundamental to creating a network of interconnected streets and open spaces is a complete redevelopment of the Portland Drive site and its interconnected urban environment. Most of the site area is covered by the existing structure, with parking and servicing along the entire rear elevation. Replacement of the building with smaller and more contextually arranged housing layout would greatly improve the environment of Portland Drive, benefiting both new and existing residents.

Portland Drive represents a key opportunity to provide new high quality sustainable homes to modern standards and of a mix that best suits the long term needs of the Estate. The site is well suited to provide a range of flats and houses with good access to private and communal external space and within easy access of transport connections, play space and community and retail facilities. There are no significant risks in terms of traffic impacts (see transport section of this document) and the site orientation is well suited to allow integration of solar renewables and good daylight access. The site is therefore considered highly sustainable in the broadest sense.

5.0 Affordable Housing Statement

The below text has been received from Raven Housing Trust for inclusion within this design and access statement.

One of the main objectives of the Merstham Regeneration project is to change the tenure balance of housing around Portland Drive. In order to achieve this, it has been agreed with Reigate & Banstead BC that there will be no requirement for affordable housing on the Portland Drive site.

Receipts from the sale of Portland Drive will be used to vacate the building and be recycled into the Merstham Regeneration project.

Raven has also secured 29 affordable homes on the site opposite Portland Drive, in Purbeck Close, and is working with Reigate & Banstead BC on 10 more affordable homes on the Iron Horse site.
6.0 Involvement

There have been a number of public consultation events on the Merstham Regeneration in the past, which included the proposals for Portland Drive. An exhibition, which will include the new proposals, is being arranged for end November 13.

Information on the overall Merstham Regeneration project will be sent to all residents in Merstham in November/December 2013.

7.0 Flood Map

The below map has been taken from the environment agency website and shows that the proposed application site is not within a flood risk area.

Figure 22: Flood Risk Map (site location circled in red), courtesy of the Environment Agency website
8.0 Evaluation

During the site assessment key points were identified which were used to guide the development of this proposal. They are summarised as follows:-

- The proposals are to provide one, two and three bedroom accommodation in a configuration best suited to the site, incorporating private, semi-private and communal spaces.
- The proposals are to maximise the potential of the site in order to provide high quality living environment to each dwelling and a greatly improved public realm.
- The orientation and layout of each dwelling will be designed to make best use of the external environment with regards to sustainable benefits such as passive solar heat gain, PV panels and natural light/ventilation.
- The massing must respect the daylight and outlook of existing neighbours.
- Building style and materials will be sensitive to surrounding styles and sourced locally where possible.
- Positively contribute to the aims outlined in RBBC’s Planning Framework with regards to new housing provisions.
- Integrate with and connect to the surrounding infrastructure and encourage safe and legible connections to roads and footpaths, as well as throughout the site.
- Provide secure cycle storage for both residents and visitors to encourage a more sustainable mode of transport, making use of improvements to the cycle network.
- Incorporate Secure by Design Principles to create a safe environment in which natural surveillance plays a key role in overlooking pedestrian routes and communal spaces.
- Produce a design that responds to the site and surrounding context in terms of scale, appearance, layout, use and amount and takes into account the general massing and height of the surroundings.
- Make a more positive contribution to the street scene than the existing building, helping to enhance the perception of security to residents and create a more diverse, legible and enjoyable environment.
- Ensure open spaces are well placed to be overlooked yet create adequate separation distances from new and existing housing.
- Provide a high quality, maintainable and robust landscape scheme that softens the scheme, contributes to the character of the area and resolves in a proper manner all boundary conditions.
- Provide much needed provision of market housing.
- Take into account the site constraints analysed during the ‘assessment’ stage of the design process and work within these restrictions.

9.0 Use

As previously mentioned the existing site is in a state of disrepair and unfortunately, fails to contribute positively to the general area and community. The proposed residential development of 48 dwellings will fit in well with the surrounding area, with nearby uses being predominantly residential. Some replacement retail units are to be provided on the triangle and Iron Horse site.

The proposals will stimulate a more diverse residential population within the site, thereby supporting a sense of activity and safety. Careful consideration must be paid to orientation to ensure the privacy of neighbouring dwellings, and natural surveillance over public spaces such as access routes, pathways and parking courtyards. Continual occupation on this site will establish interest and introduce new people to support the local economy.

This scheme will provide well designed, sustainable, low energy homes within easy reach of an extensive range of local and town centre services and facilities.
The generation of the proposed scheme has been driven by the desire to create a new community that provides its residents with the right amount of internal room and outdoor space to enjoy a real quality of life.

This principle can be allocated to many aspects of the development from large scale design decisions such as outdoor areas, parking spaces and positioning of built upon land, to the smaller yet equally important requirements such as bin/ cycle storage and internal spaces within the dwellings.

Other factors such as maximum occupancy levels and the homes per hectare figures have been consciously evaluated to ensure the scheme sits in line with the surrounding context and reflects the grain of the immediate neighbourhood (the proposed density is 50.5 dwellings per hectare). A mix of houses and flats of varying size have been proposed aiding the housing need in the area as identified within the Planning Framework. The rationale behind the distribution of units in terms of layout and height is further described in further detail throughout this document.

Two secure cycle spaces will be provided per house located within the rear garden sheds. The flat blocks will have communal cycle storage facilities amounting to at least 1 space per flat, sited either within the building or in secure external shelters set in the communal courtyard. Visitor spaces will also be available to the flats, 2 No. Sheffield racks will be installed next to the main entrances of the flats and other key public areas.

Reference to local waste management guidance and discussion with local authorities has identified the requirements for bin storage throughout the site, this has been interpreted as follows; each house will be provided with 1 x 240 ltr bin for domestic refuse and 1 x 240 litre bin for the recycling of corrugated card, glass bottles, glass jars, junk mail, envelopes, drinks/liquid food cartons, card/greetings cards, clean foil, plastic bottles, paper, newspapers/magazines, directories and brochures, steel/aluminium cans and aerosols. Homes will have internal recycling space to encourage use.

Where suitable, houses will have wide rear access paths with secure gates to allow storage of bins in rear gardens. Space will be made available along a refuse route for collection, always within a reasonable distance from the highway (please refer to accompanying technical site plan).

The refuse and recycling storage provided for each of the blocks of flats will be communally organized and is as follows; 1 x 1100 litre refuse bin for domestic waste per 8 flats, with the same provision for recyclable waste, split into three smaller bins where possible.
11.0 Schedule of Accommodation

<table>
<thead>
<tr>
<th>Accommodation</th>
<th>Int. Area</th>
<th>Plot</th>
<th>No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2P 1 Bed Flat</td>
<td>47 to 55 sq.m</td>
<td>3,4,7,8,9,12,13,14</td>
<td>8no</td>
</tr>
<tr>
<td>3P 2 Bed Flat</td>
<td>58 to 64 sq.m</td>
<td>1,2,5,6,10,11,15,16,17</td>
<td>9no</td>
</tr>
<tr>
<td>3P 2 Bed FOG</td>
<td>57 sq.m</td>
<td>32,48</td>
<td>2no</td>
</tr>
<tr>
<td>4P 2 Bed House</td>
<td>73 sq.m</td>
<td>27-30,34-37</td>
<td>8no</td>
</tr>
<tr>
<td>5P 3 Bed House</td>
<td>102 sq.m</td>
<td>18-26,31,33,38-47</td>
<td>21no</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>48no</td>
</tr>
</tbody>
</table>

Figure 23: Schedule of Accommodation

12.0 Parking & Transport Strategy

The car parking strategy has been developed in conjunction with RBBC and Surrey County Council Highways Department. To serve the proposed 48 homes, (29 houses and 19 apartments), parking will be provided as follows:

- 1 allocated space per house (29 spaces)
- Un-allocated parking for flats and additional un-allocated spaces (total 47 spaces)

The un-allocated spaces are positioned throughout the site, the majority of which will line Portland Drive. In order to achieve this, it is intended to relocate the existing kerb line approximately 3 metres with the parking in bays rather than parallel arrangement. This change to the kerb line on the southern side of Portland Drive will result in a new radius at the junction with Malmstone Avenue.

There will be no change to the existing kerb on the northern side of Portland Drive; the residents of the associated houses access front parking here. The road itself will be re-surfaced with resign bound gravel to adoptable standard. Traffic calming measures will be imposed along Portland Drive in the form of reduced width sections with bollards either side and granite rumble strips.

Trees proposed along Portland drive will be set in tree grilles/guarding and subject to approval by RBBC in terms of suitable species within a highways environment.
13.0 Layout

The layout of the scheme has been shaped by a number of contributing factors and has undergone continual development following regular consultation at key design stages.

Importantly, the layout is also driven by sustainable benefits such as passive solar gain & renewable energy input, natural lighting and ventilation, connections to external spaces and solar shading.

Two mews cut through the site to allow pedestrian permeability between Portland Drive and Nailsworth Crescent, where currently there are no routes through the site. Pedestrian routes around the site will be clearly visible, level and of a hard slip resistant material to ensure the safe and easy manoeuvrability of all users. The proposed new pedestrian and vehicular access provides convenient connections to all blocks.

The houses are arranged in short terraces linked together in urban blocks to allow natural surveillance of their vicinity. The terraced nature of the layout allows for a strong rhythm to be established within facades, entrances should be clearly identifiable and ample windows should be allowed to suit the orientation of the homes and maximise beneficial solar gain.

Each home has ample private amenity space; the houses have private gardens, while the flats each have a balcony or patio space. In addition, the flats have access to a secure outdoor communal garden that increases the amount of amenity space available to residents.

Shared surfaces are a way of designing access routes that aim to blur the boundaries of traditional street layouts such as kerbs and instead use the buildings, trees, planting and surface treatments to break up the street and slow vehicles allowing greater pedestrian use of the space.

It is important to have a high degree of natural surveillance over these spaces to help create a sense of ‘ownership’ among residents. The entrance to the shared surfaces will be clearly defined to ensure that users know this area will have different characteristics. The emphasis will be on slowing motorists, preferably to 10 mph, and encouraging a safe and attractive area which residents can use.

The proposed apartment block has been located on a key perimeter corner to create a focal point and as a response to Portland House opposite. The future design of the key corners is critical; it is anticipated that the apartment block will include a good level of articulation and that materiality will add to the experience and break down the scale of the block. Each face should be articulated in design and scale to suit its particular situation and outlook creating a bespoke yet sensitive scheme.
13.1
Proposed Site Plan

Figure 24: Proposed site plan (not to scale)
14.0

Scale

As with layout, the scale of the proposed submission has been appropriately designed to create a scheme which takes into account the sizes and proximity of the surrounding buildings and trees. The essence of this guiding principle translates across many of the headings covered in this document yet is particularly relevant to scale.

Scale is also an important factor when considering the quality of life of future occupants within the application site as too much development can be undesirable. For example, it can have an effect on the amount of daylight received, the availability of facilities such as parking spaces or if buildings are too high, create over shadowing across other properties.

The scale of buildings across the site will be a combination of 2, 2.5, 3 and 4 storeys, depending on where each are sited across the site. For example, the apartment block located at the prominent corner site and opposite Portland House (6 storeys), has been planned at 4 storeys and then to drop down to 3 storeys to relate to the houses adjacent on Nailsworth Crescent.

Houses situated towards the site perimeter (and facing the proposed flats) have been planned as 2.5 storeys in response to the distance between the properties on the opposite sides of roads and the intention to create an interesting yet robust street elevation. Dwellings situated in the middle of the site will be 2 storeys in height in response to the more intimate characteristics of the mews areas and parking courts. This approach to site massing induces a natural hierarchy within the scheme and a subtle definition of spaces which respond to their specific surroundings.

Please refer to submitted drawing 13-103 03 Site massing study for a clear indication of storey heights.
15.0 Appearance

In general the appearance of all the dwellings will be similar across the site; creating a cohesive style and palette of materials for the scheme as a whole. These need to be robust, hard wearing, durable and aesthetically pleasing. The potential exists for using combinations of brick, render and tile hanging to suit the local architectural vernacular.

Due to the outline nature of the proposal the character and appearance of the scheme has yet to be fully resolved. Instead, principles have been established to guide future detailing. Many styles and heights of buildings exist in the surrounding area. Like the best buildings in the area the detailed proposals should be designed to be elegant, legible and of real integrity. This goal can only be achieved by careful consideration of issues from the widest master plan principles down to the quality of close detailing.

Paving throughout the site should be hard wearing, compliment the materials used on the buildings and be compatible with a potential SUDS strategy. The inclusion of new private gardens, street trees and boundary landscaping will increase the permeable surface and the biodiversity potential of the site. These are essential environmental gains in delivering a sustainable Estate regeneration.

16.0 Landscaping & Biodiversity

The external environment defines the relationship between the proposed building and its context. High quality hard landscaping will form the shared access routes, courtyards and mews around the site with areas of planting designed to suit each specific situation. Each private dwelling house will be provided with rear gardens and small planted, and generally enclosed, front gardens.

Hard surfaces and movement routes throughout the site have been designed to ensure an accessible environment for all users. Non-slip surfaces and the avoidance of loose materials will provide safe passage on a site which is generally level throughout.

Defensible spaces in front of dwellings should include shrub or hedge planting and be defined by low boundary treatment such as metal railings and / or low brick walls. Garden walls that border public areas should be of robust brick construction. Rear access paths, with secure gates, to all gardens appropriate for controlled use by any resident or visitor, should be provided. Rear accesses are to allow cycles and bins to be stored in secure sheds in back gardens. Bin collection points to be allowed to be integrated adjacent to the public highway.

It is proposed to remove just one existing tree which will be replaced with a significant amount of hedging and new trees; in particular lining Portland Drive, and the pedestrian ‘mews’ links through the site. This new planting will reflect recommendations to mitigate losses with appropriate substantial replacements.

External lighting will be designed to be discreet and unobtrusive, subject to continued liaison with the Planning Department. Careful integration into the design will ensure that it defines safe and legible routes, whilst avoiding conflict with surrounding residential properties.

This could be distributed in a variety of forms:

- Low level subdued lighting to patios and balconies.
- Lighting to ensure safe access and fire escape egress and use of small storage areas.
- Low level unobtrusive lighting to parking zones, bin stores and external courtyard so as not to disturb neighbours.
A sustainable community is one that is built to meet the needs of people today, without damaging the environment for future generations.

The Planning Framework states that 10% on-site renewable energy production is a stipulated requirement. Specific environmental / sustainability features of the development will be likely to include the majority of the following:

- ‘Fabric first approach’, low levels of heat loss through the fabric of the building as a result of high insulation levels and air tightness performance, coupled with controlled fresh air supply strategy.
- All glazing will have low heat loss and be designed where possible to maximise natural daylight, reduce summer solar gain and harness beneficial low winter sun for warmth (high performance windows would form part of the solution/energy strategy).
- Construction, glazing specification and acoustic performance of ventilation strategy to meet relevant national requirements.
- Low energy heating, hot water and ventilation systems.
- Low energy lighting installations internally and externally throughout with appropriate controls.
- Good access to public transport and a broad range of local amenities.
- Provision of a home office space with suitable daylight factor.
- Provision of secure and weather tight cycle storage (minimum of 1 bicycle spaces per unit plus visitor spaces).
- All insulation materials will be low polluting. Use of durable materials of low environmental impact and long life, sourced responsibly for main building and finishing elements (including certified timber).
- Provision of both individual household and communal recycling facilities.
- All internal water using appliances e.g. sanitary fittings will be of low mains water use, such as dual flush WCs, low flow rate showers and aerated basin taps.
- Reduction / attenuation of surface water runoff to hard surfaces to reduce surcharging of municipal sewer systems.
- Provision of rain water butts to serve external areas and private gardens.
- The ecological value of the site will be improved post development as a result of new planting and other biodiversity measures.
- Construction site impacts to be reduced by adoption of a Site Waste Management Plan (SWMP) by main contractor as permitted by site constraints e.g. waste segregation, recycling and monitoring.
- Buildings and their roofs to be orientated to take advantage of solar access, to allow solar renewable installations.
Access principles are based upon an inclusive design approach which seeks to reduce the disabling aspect of environments on all users, including those with disabilities.

The site is within easy reach of a good road and bus connections. The site is located within a well-established neighbourhood with access to a broad range of amenities and services necessary to respond to key government criteria for well-being.

### Access to Health
- **GP**: 0.2 miles
- **Opticians**: 1.9 miles
- **Dentist**: 0.4 miles
- **Chemist**: 0.4 miles
- **Hospital**: 3.0 miles

### Access to local shops
- **Newsagent**: 0.4 miles
- **Convenience store**: 0.4 miles
- **Supermarket**: 1.7 miles
- **Post Office**: 0.4 miles
- **Grocer**: 1.0 miles
- **Butcher**: 2.5 miles
- **Garage**: 0.4 miles

### Access to Education
- **Nursery**: 0.4 miles
- **Primary school**: 1.0 miles
- **Secondary school**: 2.2 miles
- **College**: 1.2 miles
- **University**: 23 miles

### Access to Banks
A number of banks and building societies within 2 miles from the site

### Access to Entertainment
- **Cinema**: 2.1 miles
- **Theatre**: 2.1 miles
- **Bowling**: 2.2 miles
- **Leisure centre**: 2.2 miles

A number of bars and restaurants within 2 miles from the site

(Search engine used in calculations)
19.0  
Inclusive Access

This proposal will be designed to be fully accessible to all users. Topographical surveys have shown the site levels to be generally flat throughout.

Finished floor levels will be set to enable level thresholds with easily identifiable paths leading to entrances/ exits at a gradient of no greater than 1:20 in accordance with good practice and Part M of the Building Regulations. The access routes will be of a slip resistant surface with associated paving.

Dedicated disabled parking should be provided where required. Entrances will be clearly visible within the façade and well lit by night. All front doors to houses will be sheltered from the weather under porches. The entrances and exits from the proposed flats will also be under canopies, low level lighting will be incorporated around the site to further identify entrances. This will be respectful to the area and wholly residential in nature.

All internal environments will be designed to suit the needs of ambulant disabled users; within the building, horizontal and vertical circulation should allow adequate clear widths, door positions and stair dimensions. All staircases to be designed to Part M of the Building Regulations.

20.0  
Connectivity

Egress from buildings in the event of emergencies is as direct as the access arrangements. Emergency vehicles are able to access the site and approach all dwellings directly.

Pedestrians
As highlighted under section 18, the majority of amenities and facilities are located within close walking distance to the application site. The development proposal is located within a well-established pedestrianised neighbourhood with appropriately designed movement routes around and into the development.

Cycles
Two secure cycle spaces per house and 1 per flat are proposed. Additional spaces for visitors will be provided at the entrances to the flats in the form of Sheffield hoops. This will encourage the use of a sustainable transport mode.

Public Transport
Bus Services:
Bus services connecting the site to the local area can be seen on the following map

Rail Links
The site lies less than a mile from Merstham Railway Station.

Private Transport:
Parking is provided on site, and there are a number of taxi companies operating within the area.
Figure 18: Local public transport information (courtesy of National Rail)
21.0
Summary

The proposed scheme, which has been submitted for outline planning permission, has been carefully considered in relation to the surrounding context and the needs of the community. Consultations with members of the public have been carried out; with the resulting comments helping to develop the scheme at key junctures.

The architectural team have worked in conjunction with various consultants and advisors to create a new development which responds respectfully and appropriately to the surrounding context and will benefit the local community. The outline proposals will enhance the character of the site with a sensitive and elegant design.

It is respectfully requested that Officers and Members of the Council look favourably on this proposal and grant outline planning permission.