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FARNHAM CENTRUM
DESIGN & ACCESS STATEMENT

JULY 2024

A DEVELOPMENT BY CR PROPERTIES

CONTENTS

THE DESIGN TEAM

1. THE PROCESS

1.1 Background to the Proposed Development

1.2 Purpose & Structure of this Document

1.3 Planning Application Drawings

2. ASSESSMENT

2.1 Site Location

2.2 Physical Context

2.3 Social Context

2.4 Economic Context

2.5 Planning Context

2.6 Involvement

3. EVALUATION

3.1 Site Location

3.2 Surrounding Developments

3.3 Constraints & Opportunities

3.4 Vision

3.5 Concept Proposals

4. DESIGN PROPOSALS

4.1 Overview

4.2 The Use

4.3 The Amount

4.4 The Layout

4.5 The Scale

4.6 Appearance

4.7 Landscaping

4.8 Highways

4.9 Daylight / Sunlight

5. SUSTAINABILITY & ENVIRONMENT

5.1 Approach / Initiatives

5.2 Flood Risk

5.3 Overheating

6. ACCESS

6.1 Inclusive Design

6.2 Pedestrian Movement

6.3 Vehicular Movement

6.4 Transport Connections

6.5 Walking Distances

6.6 Fire Strategy

7. CONCLUSION

THE DESIGN TEAM

The Design Team has been assembled by the applicant, specifically for their expertise and proven track record in this type of development.

LSH have worked on a number of successful projects in and around Farnham, perhaps most notably Lion & Lamb Yard.

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PLANNING CONSULTANT
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LANDSCAPE ARCHITECT
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ECOLOGY CONSULTANTS
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1. THE PROCESS

1. THE PROCESS

1.1 Background to the Proposed Development

This Design and Access Statement (DAS) has been prepared to accompany the application submitted by Maddox Planning, on behalf of CR Properties, seeking full planning permission for the erection of a residential project.

This statement should be read in conjunction with other reports submitted with the planning application.

Detailed planning considerations are set out in the submitted planning statement.

The site is in the developed area of Farnham and lies just outside the defined Town Centre on the Policies Map February 2018, where development in principle is acceptable. The site is also allocated within the Farnham Neighbourhood Plan for residential development.

The proposed application supports 'The Vision for Farnham' ensuring '*Farnham continues to thrive, meeting the changing needs of the local community by ensuring new development of high quality design*' - Farnham Neighbourhood Plan (April 2020), page 16.

The surrounding area is a mix of commercial and residential uses, with most of the residential properties located north of East Street. The site itself comprises of several existing commercial and retail units, in particular a furniture showroom, tyre shop, gym, a second furniture shop and a vehicle repair shop.

A chiropractic clinic neighbours the site to the west, with residential properties neighbouring the eastern side of the site. Vehicular access to the site is from East Street to the north and Dogflud Way to the south.

The scheme is being designed primarily for the private residential sector, with unit sizes meeting nationally described space standards as a minimum. The internal layouts are based upon current market requirements as identified by local agents, with the viability and demand of the project proven by the interest from the residential market.

The Applicant has organised a design team with a depth of experience in the field of responsive design solutions in sensitive areas, as well as delivering successful residential schemes.



EXISTING AERIAL PHOTOGRAPH

1. THE PROCESS

1.2 Purpose & Structure of this Document

This statement covers Design and Access concepts and Principals in connection with the proposed development at the Site to be known as Centrum, located on land between East Street to the north, Dogflud Way to the east and south and the existing Lidl Supermarket to the west.

The statement assesses the physical social and economic context of the application site and is locality, with the relevant national and local planning policies.

It will be shown that account has been taken of the local context, local references, advice from officers of the local authority and other interested parties.

The proposal does not include any work to listed buildings and the development site is not within a conservation area. The scheme is close to a Grade II listed building on East Street known as "Still House", (29 East Street) but does not negatively impact its setting.

At the evaluation stage the contextual and other relevant opportunities and constraints are identified, leading to the formulation of the design and access principles informing the design solution of the site.

Following the evaluation stage, the preferred design solution as presented in the fully detailed planning application is described. The statement then considers the merits of the preferred design solution, together with consideration of access and sustainability matters.

It will be demonstrated that the arrangement of the buildings upon the site is of key importance to allow the proposal to respond to the existing urban grain and help create vibrant pedestrian connections. Vehicular access and service access has to be considered and its impact upon the highways system both in the immediate and wider streetscape.

This document demonstrates that the planning application proposals are justified in terms of context and relevant design and access policies and are based upon a thoughtful, inclusive, considered and sustainable approach to design.



SITE LOCATION PLAN

1. PROCESS

1.3 Architectural Planning Application Drawings

SITE / CONTEXT

P-S-001	Site Location Plan	1:1250@A3
P-S-002	Existing (Demolition) Site Plan	1:500@A1
P-S-003	Proposed Site Plan	1:500@A1
P-S-004	Existing Contextual Site Sections	1:200@A1
P-S-005	Existing Proposed Site Sections	1:200@A1
P-S-006	Existing Contextual Site Elevations	1:200@A1
P-S-007	Existing Proposed Site Elevations	1:200@A1
P-S-101	Proposed Lower Ground Floor Site Plan	1:250@A1
P-S-102	Proposed Ground Floor Site Plan	1:250@A1
P-S-103	Proposed First Floor Site Plan	1:250@A1
P-S-104	Proposed Second Floor Site Plan	1:250@A1
P-S-105	Proposed Third Floor Site Plan	1:250@A1
P-S-106	Proposed Fourth Floor Site Plan	1:250@A1
P-S-107	Proposed Roof Site Plan	1:250@A1
P-S-201	Proposed Phasing Plan - Phase 0	1:500@A1
P-S-202	Proposed Phasing Plan - Phase 1	1:500@A1
P-S-203	Proposed Phasing Plan - Phase 2	1:500@A1
P-S-204	Proposed Phasing Plan - Phase 3	1:500@A1
P-S-205	Proposed Phasing Plan - Phases 0 to 3	1:500@A1

BUILDING A

P-A-101	Proposed Lower Ground Floor Plan	1:100@A2
P-A-102	Proposed Ground Floor Plan	1:100@A2
P-A-103	Proposed First Floor Plan	1:100@A2
P-A-104	Proposed Second Floor Plan	1:100@A2
P-A-105	Proposed Third Floor Plan	1:100@A2
P-A-106	Proposed Fourth Floor Plan	1:100@A2
P-A-107	Proposed Roof Plan	1:100@A2
P-A-201	Proposed Sections	1:100@A1
P-A-301	Proposed Elevations	1:100@A1
P-A-351	Proposed Elevation Details	1:50@A1

BUILDING B

P-B-101	Proposed Lower Ground Floor Plan	1:100@A2
P-B-102	Proposed Ground Floor Plan	1:100@A2
P-B-103	Proposed First Floor Plan	1:100@A2
P-B-104	Proposed Second Floor Plan	1:100@A2
P-B-105	Proposed Third Floor Plan	1:100@A2
P-B-106	Proposed Fourth Floor Plan	1:100@A2
P-B-107	Proposed Roof Plan	1:100@A2
P-B-201	Proposed Sections	1:100@A1
P-B-301	Proposed Elevations	1:100@A1
P-B-351	Proposed Elevation Details	1:50@A1

BUILDING C

P-C-101	Proposed Lower Ground Floor Plan	1:100@A2
P-C-102	Proposed Ground Floor Plan	1:100@A2
P-C-103	Proposed First Floor Plan	1:100@A2
P-C-104	Proposed Second Floor Plan	1:100@A2
P-C-105	Proposed Third Floor Plan	1:100@A2
P-C-106	Proposed Fourth Floor Plan	1:100@A2
P-C-107	Proposed Roof Plan	1:100@A2
P-C-201	Proposed Sections	1:100@A1
P-C-301	Proposed Elevations (Sheet 1)	1:100@A1
P-C-302	Proposed Elevations (Sheet 2)	1:100@A1
P-C-351	Proposed Bay Elevations	1:50@A1

BUILDING D

P-D-101	Proposed Lower Ground Floor Plan	1:100@A2
P-D-102	Proposed Ground Floor Plan	1:100@A2
P-D-103	Proposed First Floor Plan	1:100@A2
P-D-104	Proposed Second Floor Plan	1:100@A2
P-D-105	Proposed Third Floor Plan	1:100@A2
P-D-106	Proposed Fourth Floor Plan	1:100@A2
P-D-107	Proposed Roof Plan	1:100@A2
P-D-201	Proposed Sections	1:100@A1
P-D-301	Proposed Elevations	1:100@A1
P-D-351	Proposed Elevation Details	1:50@A1

BUILDING E

P-E-101	Proposed Ground Floor Plan	1:100@A2
P-E-102	Proposed First Floor Plan	1:100@A2
P-E-103	Proposed Second Floor Plan	1:100@A2
P-E-104	Proposed Third Floor Plan	1:100@A2
P-E-105	Proposed Roof Plan	1:100@A2
P-E-201	Proposed Sections	1:100@A1
P-E-301	Proposed Elevations	1:100@A1
P-E-351	Proposed Bay Elevations	1:50@A1

BUILDING F

P-F-101	Proposed Ground Floor Plan	1:100@A2
P-F-102	Proposed First Floor Plan	1:100@A2
P-F-103	Proposed Second Floor Plan	1:100@A2
P-F-104	Proposed Third Floor Plan	1:100@A2
P-F-105	Proposed Roof Plan	1:100@A2
P-F-201	Proposed Sections	1:100@A1
P-F-301	Proposed Elevations	1:100@A1
P-F-351	Proposed Bay Elevations	1:50@A1

2. ASSESSMENT

2. ASSESSMENT

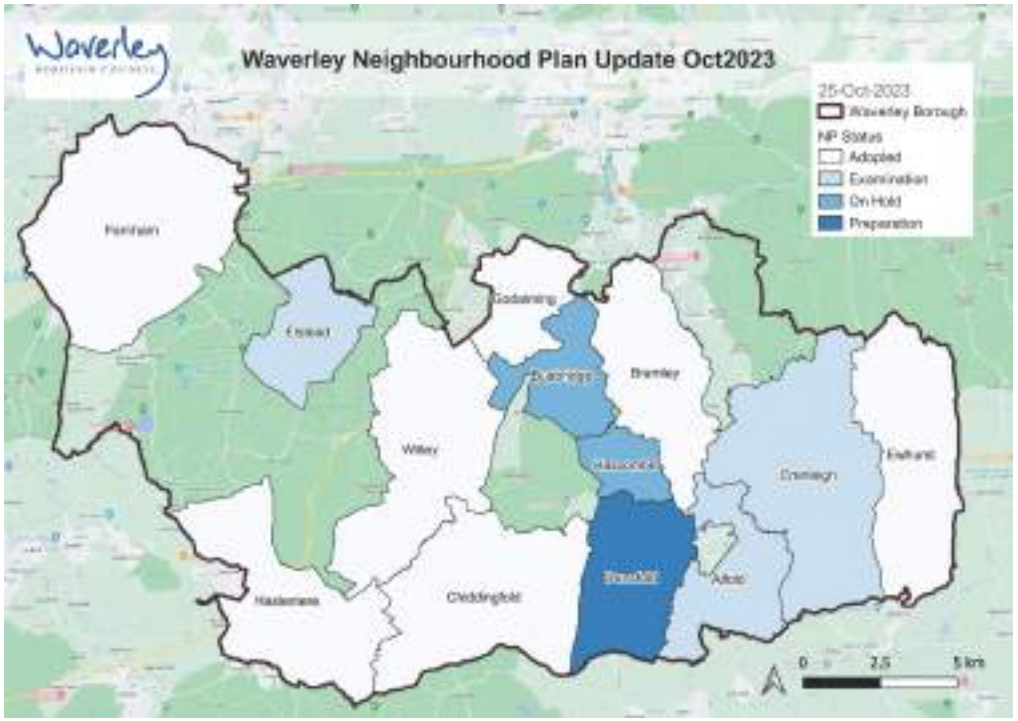
2.1 Site Location

Farnham is a traditional market town in county of Surrey, close to the border of Hampshire.

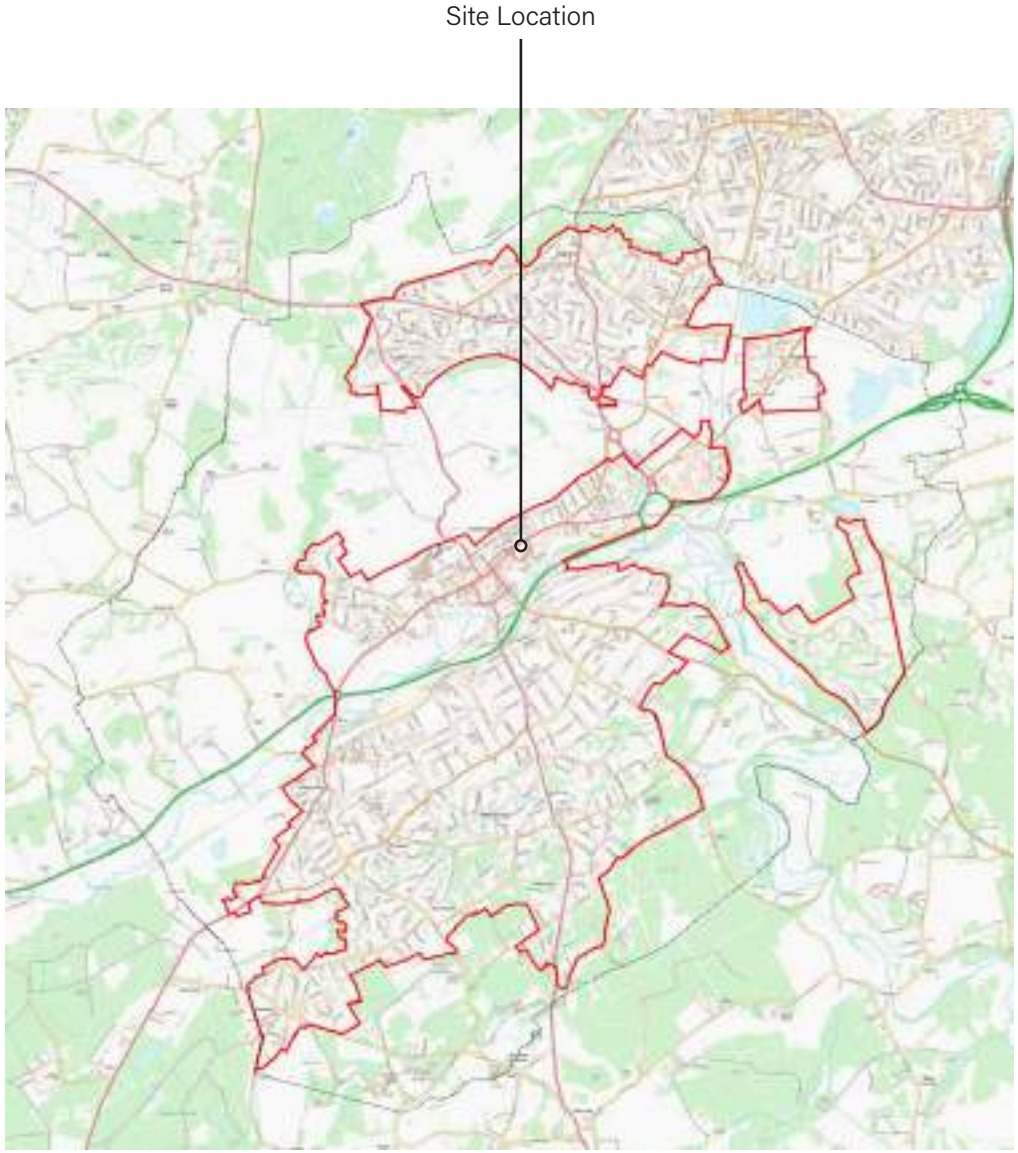
The town falls within the Borough of Waverley and is split by the A31 which connects Winchester to the west to Guildford to the east.

The site is located in ward of Farnham Castle and can be seen on the adjacent area boundary plan extracted from the Farnham Neighbourhood Plan.

The location is generally considered a gateway site when approaching the Town Centre from the east.



WAVERLEY NEIGHBOURHOOD PLAN UPDATE



FARNHAM BUILT UP AREA BOUNDARY PLAN (FARNHAM NEIGHBOURHOOD PLAN)

2. ASSESSMENT

2.2 Physical Context

Throughout history the Centrum site was adjacent to an old Gas Works with a row of traditional terraced buildings (assumed houses) fronting East Street. Dogflud Way was since constructed and the row of terrace reduced.

The proposals represent an opportunity to restore the historic frontage to East Street whilst replacing the more contemporary industrial units that have replaced the old gas works with a scheme that draws on the historic character associated with Farnham.

The existing buildings are of low quality and setback far from the street / pavement edge, something not generally associated with buildings in Farnham town centre.

Farnham is a traditional, authentic town with a rich history, the current existing buildings do not reflect this.



HISTORIC MAP - 1872



HISTORIC MAP - 1935



HISTORIC MAP - 1966



HISTORIC FABRIC



LOCAL PRECEDENT



LOCAL PRECEDENT

2. ASSESSMENT

2.2 Physical Context

The site is bordered by East Street to the north, Dogflud Way to the east / south with an existing foodstore completing the western boundary.

The site is currently occupied by a predominantly two storey tall showroom building and light industrial warehouses with site levels falling approximately 5m from East Street to the lower reaches of Dogflud Way on the south opposite Farnham Leisure Centre and the skatepark.

The wider surroundings also include a mix of old and new residential properties such as Lionsgate, The Woolmead and Brightwells as well as light industrial units to the east.

There is also an existing foodstore on the adjacent site which is of generic design and not site specific.

In terms of the application site itself, it has a relatively dated industrial feel / appearance not in keeping with the surrounding residential properties.

The application site is approximately 0.74 hectares (1.82 acres) as shown on page 6 of this document, with the development site consisting of 0.67 hectares (1.66 acres) illustrated on the adjacent image.



AERIAL PHOTOGRAPH SHOWING DEVELOPMENT SITE



EAST STREET (LOOKING WEST)



EAST STREET (LOOKING INTO SITE)



DOGFLUD WAY (LOOKING TOWARDS SITE)

2. ASSESSMENT

2.3 Social Context

Over the years, the site has become a random mix of buildings and uses which will be outlined later in this document.

This has resulted in an area of Farnham with no real identity or sense of place which this scheme is looking to restore by reintroducing residential dwellings as the primary building use.

New residential buildings opposite the site along East Street could act as a much needed catalyst for new dwellings in what could be considered a rather forgotten part of the town.

The introduction of active frontages and meaningful pedestrian routes through the site will facilitate pedestrian movement which is currently not possible.

Overall, the development will help contribute to the revival of the area to the east of the town centre and seek to introduce a vibrant scheme with a distinguished and identity that Farnham can be proud of.

Both a Heritage Statement and an Archaeological Assessment have also been submitted as part of the planning application.

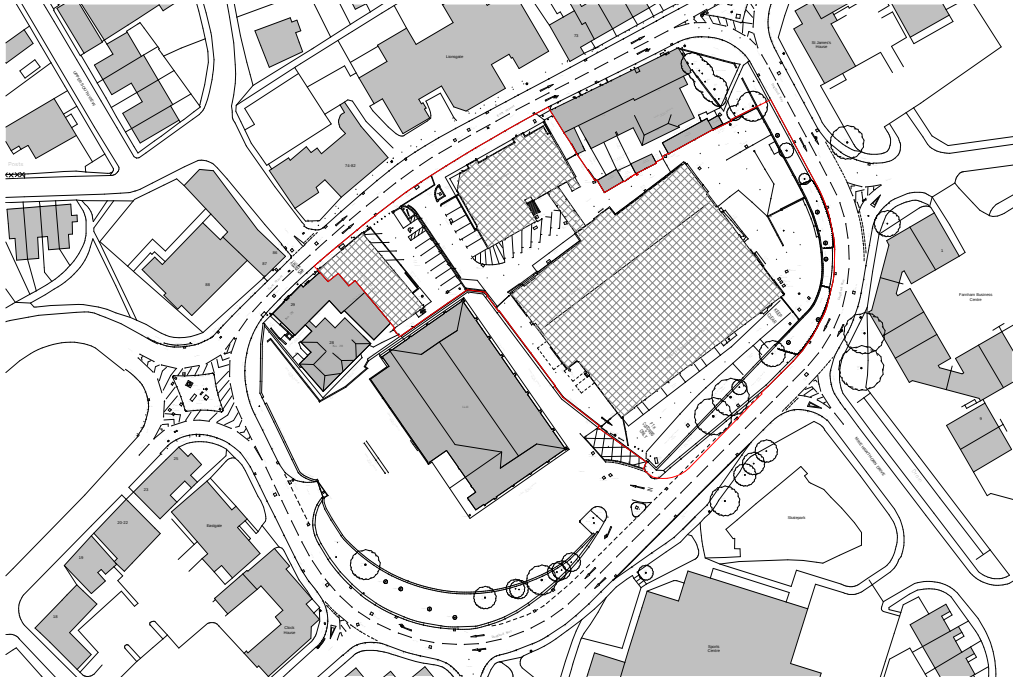
2.4 Economic Context

The proposed residential, with associated ancillary uses, will make a positive contribution to the development of the local economy by providing much needed homes in close proximity to the Town Centre.

2.5 Planning Context

The planning policies relevant to the site have been covered fully in the accompanying Planning Statement which also includes planning history of the site.

The site is allocated within the Farnham Neighbourhood Plan for residential development with Farnham being a very desirable place to live.



EXISTING SITE PLAN



EAST STREET (LOOKING EAST)



EAST STREET (LOOKING WEST FROM DOGFLUD WAY)



DOGFLUD WAY (LOOKING TOWARD FOODSTORE)

2. ASSESSMENT

2.6 Involvement

As part of the consultation process, the design team has liaised with the Waverley BC (WBC) via the pre application process.

This process has allowed the design team to respond to comments made by WBC and refine proposals based on constructive feedback.

The resulting design development process will be explored later in this document.

Following pre application discussions, the design team presented the scheme to Design South East which is an independent design review panel of professionals covering various industry disciplines.

In addition, the proposals were presented to Farnham Town Council as well as a local letter drop.

All feedback enabled the team to further adapt and enhance proposals before submitting the application.

KEY RECOMMENDATIONS FROM DESIGN SOUTH EAST

1. Underpin the proposal with more extensive and specific integration of sustainable design, using the council's climate change checklist as the starting point.

2. Carry out analysis of Farnham's network of streets and open spaces, and destinations and desire lines around Farnham town centre, and use it to inform the proposal and the connectivity through the site.

3. Reduce the dominance of car parking around the site by ensuring landscape and open space has a more specific function and is more prominent on routes through the site.

4. Integrate Sustainable Drainage Systems (SuDS) into the level changes across the site, taking into account the flows of water and pedestrians, and making the most of opportunities to integrate water into the landscape and amenity spaces.

5. Improve access and remove conflicts around the site, in relation to level access, entrances to flats, access to disabled parking bays, and access to bin and bike storage.



DESIGN SOUTH EAST

Waverley BOROUGH COUNCIL

Design South East

Farnham Town Council

CONSULTEES





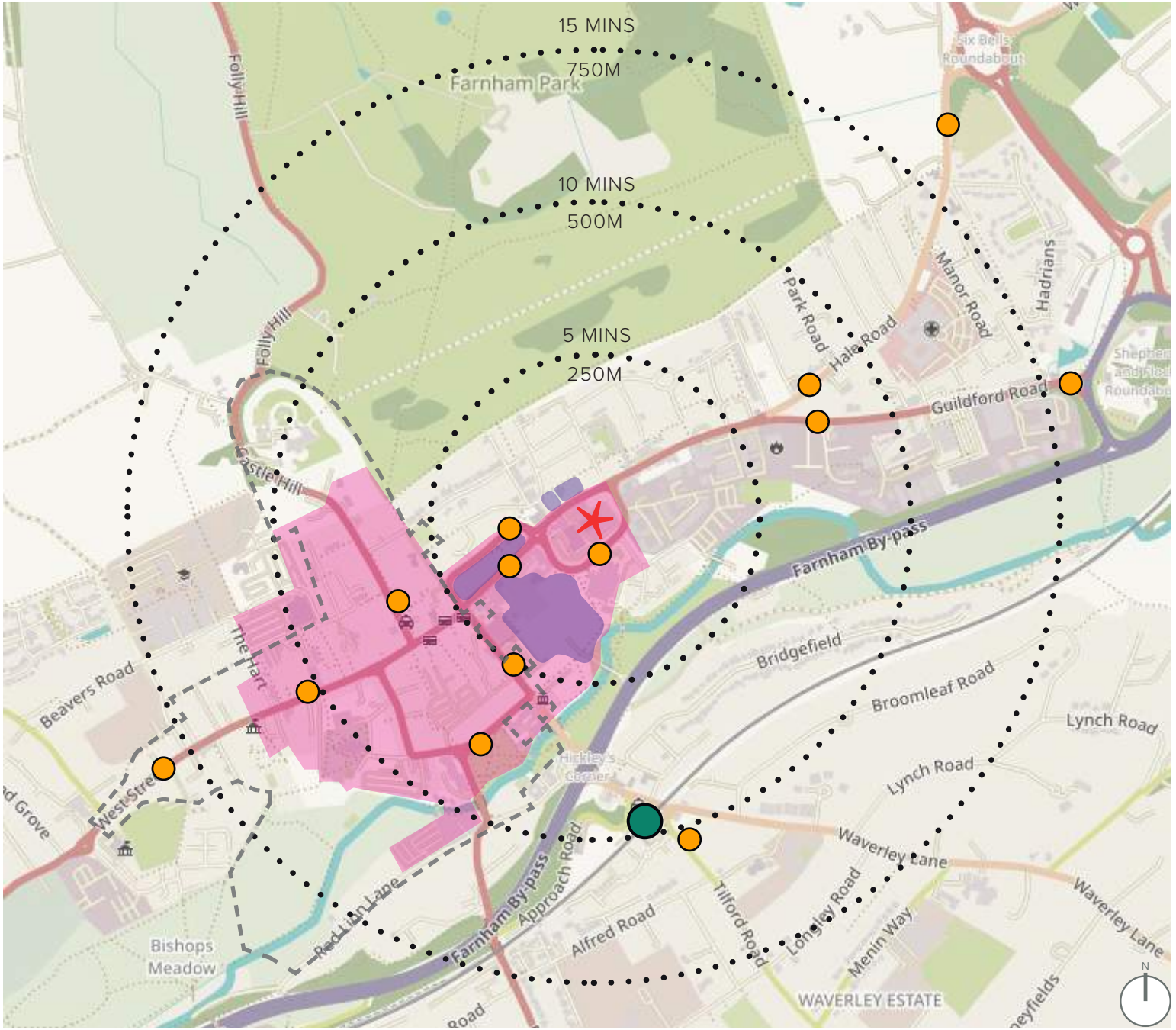
LETTER DROP

3. EVALUATION

3. EVALUATION

3.1 Site Location

The site is located to the east of Farnham Town Centre, and occupies a location that is on the edge of the emerging Neighbourhood Plan which will see further town centre uses expand from their current location.



PROXIMITY TO TOWN CENTRE

Application Site

Retail (town centre)

Surrounding Developments

Conservation Area

Bus Stop

Train Station

3. EVALUATION

3.2 Surrounding Developments



SURROUNDING DEVELOPMENTS



CREST NICHOLSON & SAINSBURY'S / SCOTT BROWNRIGG

BRIGHTWELLS - BUILT



BERKELEY HOMES / OSP ARCHITECTURE

THE WOOLMEAD - APPROVED



CR PROPERTIES / MMA ARCHITECTS

COACH HOUSE - APPROVED



CR PROPERTIES / STEDMAN BLOWER ARCHITECTS

LIONSGATE - BUILT

3. EVALUATION

3.3 Opportunities & Constraints

At the start of the design process it was essential to recognise key opportunities together with the constraints which the site presented.

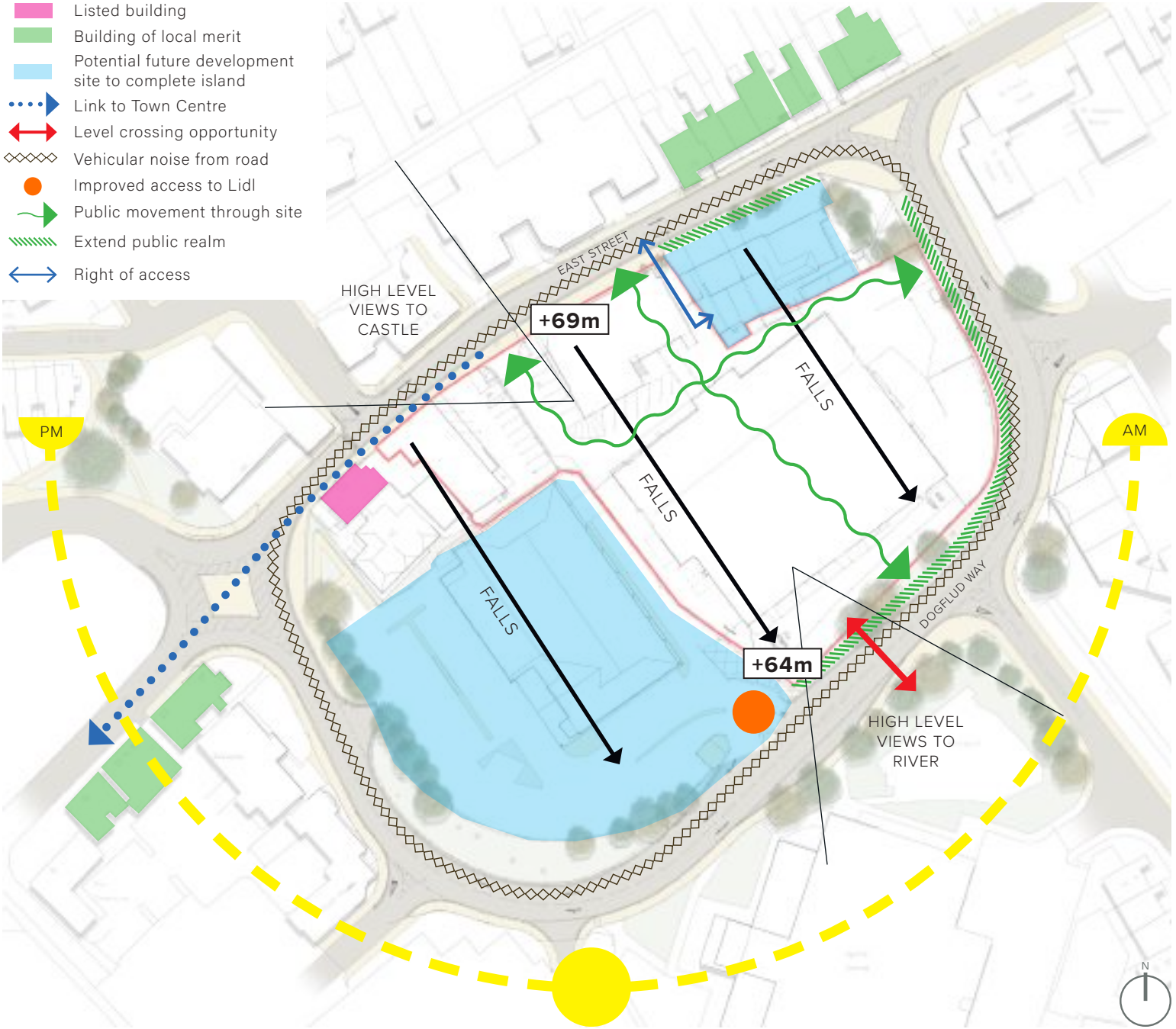
The proposed site is constrained on three sides by existing roads, together with an existing foodstore to the west of the site.

When considering the design development, the team have focussed upon the following key objectives;

- An enhancement to the area.
- A development which indicates confidence in the area.
- An economically successful development which can attract further investment.
- A high quality design to create a sense of place for the area.
- A place where people want to live.
- Provide a sustainable development.

The site lends itself to medium scale buildings with the proposal responding to previously approved local applications in Farnham.

There is an existing right of access to No. 43 East Street which is retained.



CONSTRAINTS & OPPORTUNITIES ON SITE

3. EVALUATION

3.4 The Vision - Permeability / Connectivity

The adjacent existing figure ground plan shows that the tight knit urban grain of Farnham Town Centre becomes diluted as you move eastwards towards the application site.

However, with developments such as Brightwells, The Woolmead and Centrum coming forward, there is an opportunity for the urban grain to grow.

The existing Centrum site is made up of three distinct blocks, generally private and inaccessible to the public.

There is a strong desire to improve the permeability of the site by creating an urban grain similar to that found elsewhere in Farnham. It is envisaged that this step change would subsequently enhance the connectivity of the site as it becomes an aspirational extension of the Town Centre.

The increased connectivity both through and round the site will generate the driving force behind the proposed building footprints and their positions, whilst also taking into account their relevant boundaries of existing properties.

Reintroducing the street frontage to East Street as part of the urban fabric will also inform the overall design rationale.



EXISTING FIGURE GROUND PLAN

3. EVALUATION

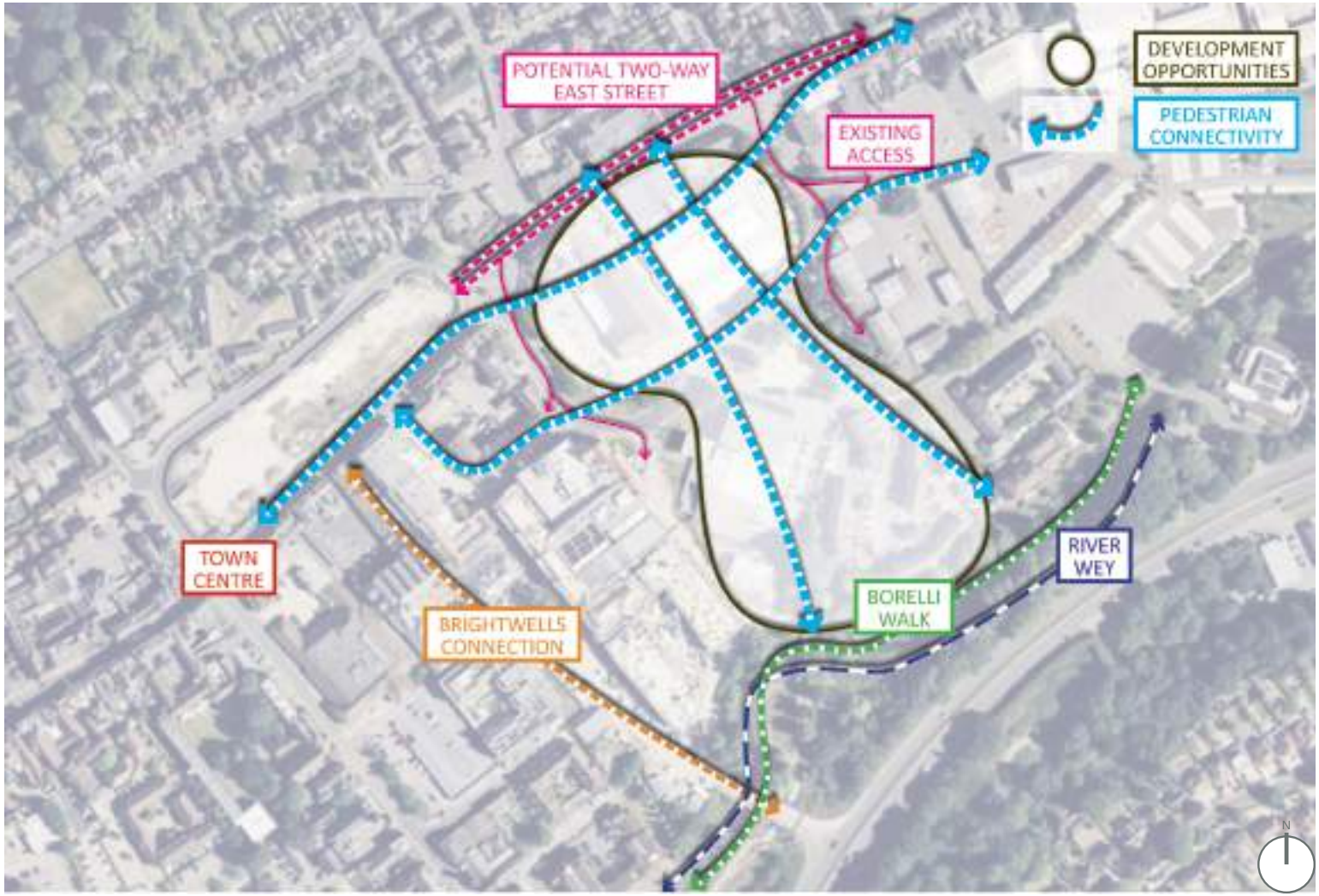
3.4 The Vision - Local Potential

Following feedback from Design South East, the team have explored the idea that East Street and Dogflud Way in their current format may not be an ever present.

If East Street became a two way road, the need for Dogflud Way becomes subservient which subsequently provides an opportunity for future development to the south of the site towards the river.

This idea is illustrated on the adjacent concept plan has informed the proposed routes through the site.

This aspiration could follow the redevelopment of the entire "Island Site" bound by East Street and Dogflud Way which is illustrated on the following page.



FUTURE ASPIRATION

3. EVALUATION

3.4 The Vision - Island Site

There is an opportunity to complete the "island site" with the introduction of the foodstore site to the west and the existing residential buildings on East Street to the north.

This aspiration would improve the linkages to the Town Centre with the contunuation of a new public realm and permeability through the site.

The proposals at Centrum do not hinder the existing uses on the adjacent foodstore site and could in fact provide the catalyst for it to be redeveloped.



REDEVELOPMENT OF THE "ISLAND SITE"

3. EVALUATION

3.5 Concept Proposals

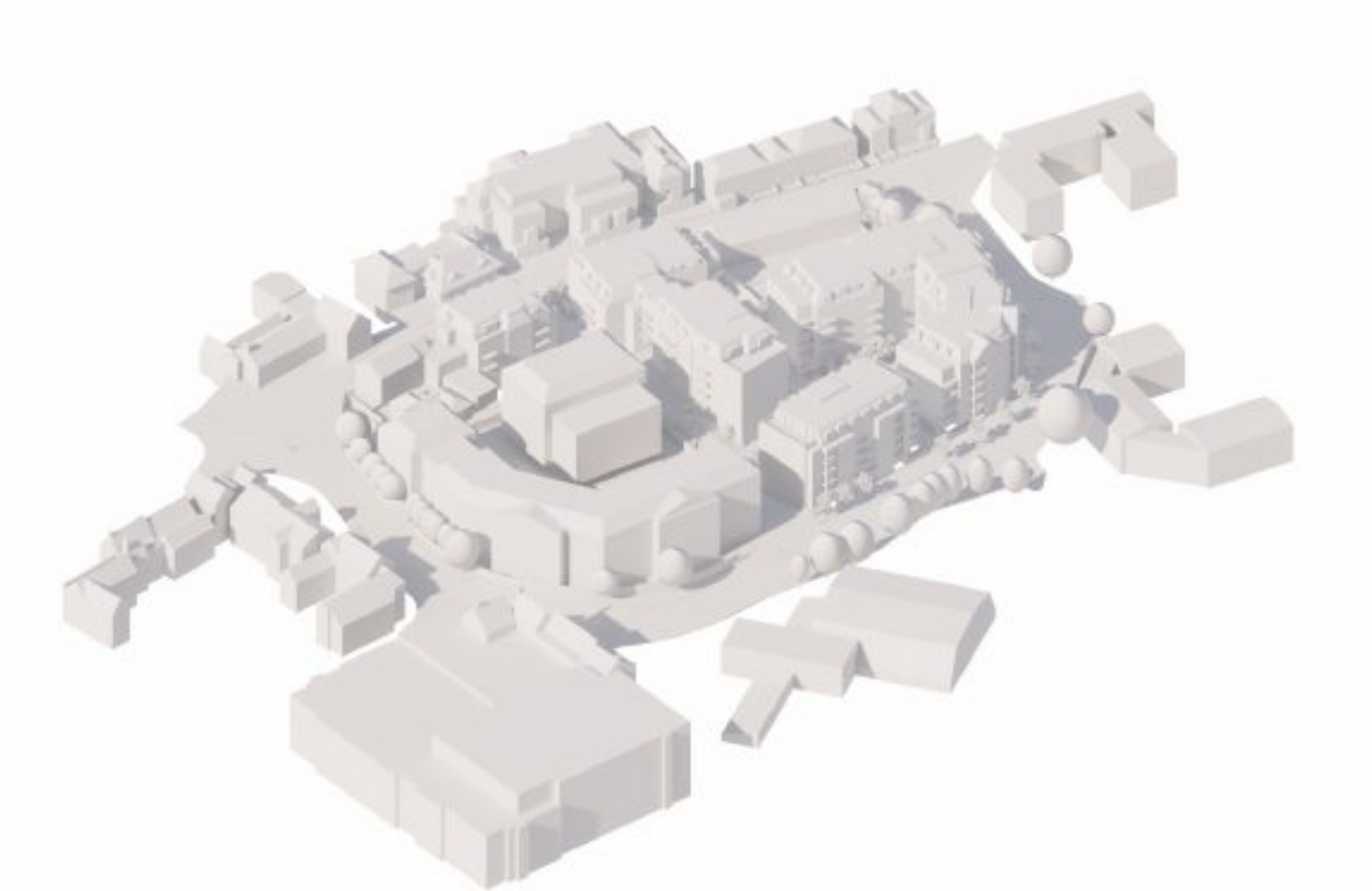
The following pages explore how the proposals have developed during the design process.

Mass, scale and height have been continually reviewed and refocused during this process with the LPA, as well as the idea of basement parking and the impact this may have.

The change in level across the site provided perhaps the most challenging constraint as buildings stepped down from East Street to Dogflud Way. Although a constraint, it also provided an opportunity for the proposed buildings to respond to it's topographical context and break the perceived mass of the proposals.

Access points, both vehicular and pedestrian, were also at the forefront of the design concept and proved particularly challenging when considered with the existing network of roads and pavements.

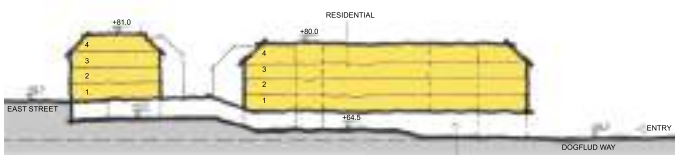
Perhaps the most significant development was the removal of any form of basement parking in favour of a less car dominant scheme, as well as the reduction in building height across the scheme following detailed review of the massing and conversations with the LPA.

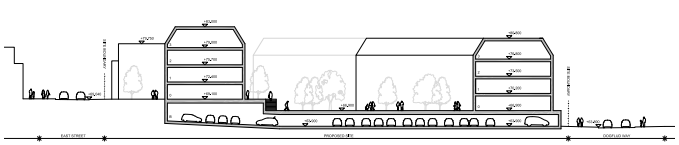


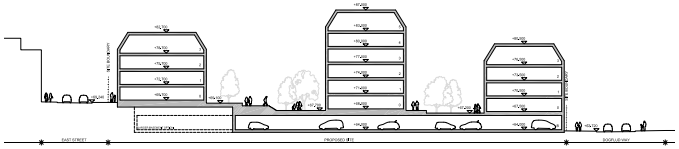
MASSING DEVELOPMENT

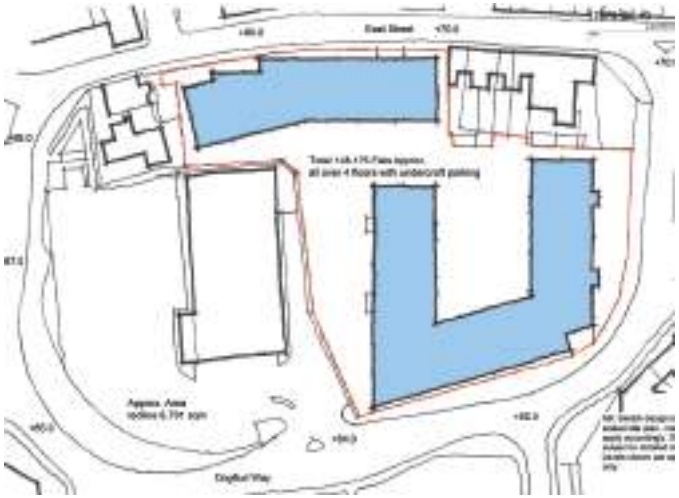
3. EVALUATION

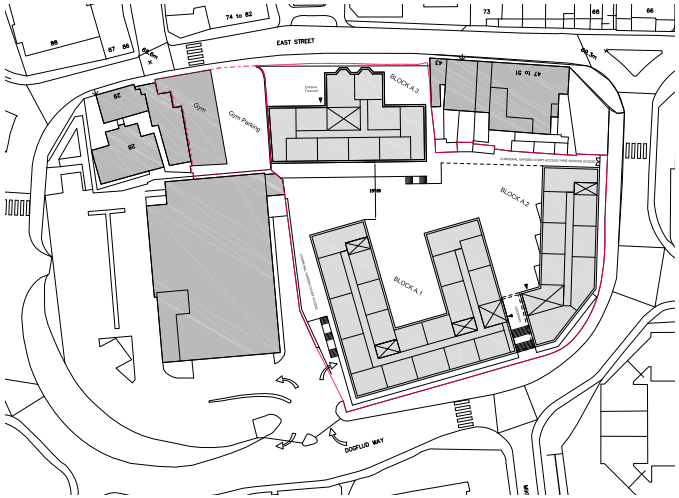
3.5 Concept Proposals













1 | INITIAL MASSING

- Parking under full site in basement / undercroft to take advantage of falls across site.
- Vehicular access from Dogflud Way.
- Massing of two long buildings.
- Full courtyard coverage.

2 | MASSING & QUANTUM DEVELOPED

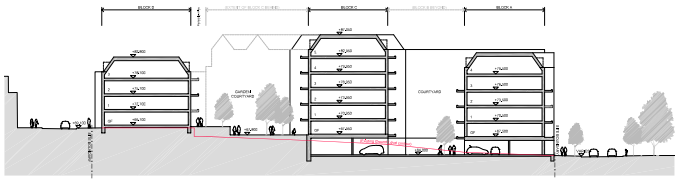
- Massing started to be broken up into separate buildings.
- Massing stepped back from East Street.
- Courtyard broken into split level.
- Vehicular access from Dogflud Way.
- Pedestrians crossing entrance to car park.
- Steps down to Dogflud Way.

3 | MASSING BROKEN DOWN INTO SMALLER BLOCKS

- Massing further broken up into separate buildings.
- Massing brought forward to East Street.
- Courtyard above undercroft car park.
- Vehicular access from Dogflud Way near junction with East Street.
- Steps down to Dogflud Way.

3. EVALUATION

3.5 Concept Proposals













4 | SPLIT LEVEL COURTYARD

- Courtyard only at East Street side of site.
- Buildings along Dogflud Way at street level.
- Vehicular access from Dogflud Way near junction with East Street.

5 | REALIGNED BLOCKS

- Central building realigned to maximise proximity.
- Buildings along Dogflud Way at street level.
- Vehicular access now from East Street with internal circulation.
- Parking across whole site.
- Shared space for cars and residents.
- Adjacent gym site utilised to create additional building.

6 | CONCEPT CONCLUSION

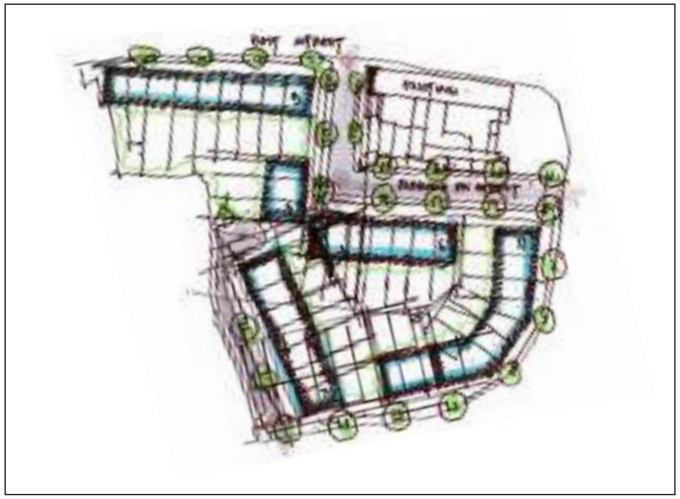
- A permeable site connected to surroundings.
- New public footpath to northern edge of Dogflud Way.
- Block adjacent to cottages reduced in height and set back.
- Street facing entrances to blocks.

3. EVALUATION

3.5 Concept Proposals

Alternative building types were also considered on the site, such as town houses. These can be seen across the page.

Based on the existing constraints of the site, the design team felt these alternatives were unviable solutions to the specific housing need on this site.



6 | TOWN HOUSE SCHEME 1

- 36 Town Houses.
- Very low density.
- Challenging access adjacent to Lidl site.
- Limited parking available.
- Difficult junctions onto Dogflud Way.



7 | TOWN HOUSE SCHEME 2

- 22 Town Houses.
- 56 Apartments across two blocks.
- Slightly higher density.
- No parking for apartments.
- Future development of 7 additional Town Houses.

4. PROPOSALS

4. PROPOSALS

4.1 Overview

The proposals are a culmination of a thorough Pre Application process conducted with the LPA which has seen the scheme evolve over time to this detailed planning application.

Numerous layouts have been explored throughout this process, to ensure an appropriate scheme has been put forward for consideration.

The complex constraints of the site such as boundary conditions, adjacent properties and the significant change in level, has resulted in a intelligent plan which seeks to use the site to its full potential.

Whilst the overall layout of the proposed building was important, it has been a key part of the design evolution to make certain that the residential units are of high quality design. In doing so, all proposed residential units have been designed to Nationally Described Space Standards as a minimum.

The following pages look to explain the fundamental design aspects of the scheme whilst also providing details of it's appearance and materiality.



PROPOSED SCHEME IN CONTEXT

4. PROPOSALS

4.2 The Use

The development is a full residential scheme comprising of 162 dwellings across six different buildings. Associated ancillary spaces such as entrance foyers, refuse stores and cycle stores are all located at ground floor level.

This aligns with the allocation of the site which has be identified as residential in the Farnham Neighbourhood Plan.

The principle of the development and the proposed uses are discussed in the accompanying Planning Statement as well as responses to relevant policies.

Between the buildings, there is a comprehensive hard and soft landscape scheme for use by residents, visitors and those passing by. Theses spaces will help to passively police the development and encourage neighbourly interaction and a sense of community. Details of which will be explored later in this document.

The overarching intention of the proposals is to provide a residential scheme which can address the needs of the local community and also act as a catalyst for further redevelopment to the east of Farnham Town Centre.



TYPICAL FLOOR PLAN

4. PROPOSALS

4.3 The Amount

As mentioned previously, the scheme is seeking to provide a mix of residential accommodation totalling 162 dwellings. There will be parking at ground and lower ground floor levels, as well as secure cycle storage.

The site is approximately 0.67 ha (1.66 acres). Local planning policy sets out an approximate capacity of 150 dwellings. The scheme reflects a density of 242 units per hectare / 825 bed spaces per hectare.

This is considered appropriate for a dense urban environment which is particularly well served by public transport and pedestrian linkages alike.

In terms of vehicle parking, there are 37 bays available. The low parking numbers are explained in more detail later in this document in additional to cycle parking numbers.



PROPOSED AXONOMETRIC VIEW OF THE SCHEME (ILLUSTRATIVE ONLY)

	UNIT TYPE	NO. OF UNITS	PERCENTAGE
BUILDING A	1 BEDROOM	8	27%
	2 BEDROOM	20	67%
	3 BEDROOM	2	6%
	TOTAL	30	100%
BUILDING B	1 BEDROOM	12	41%
	2 BEDROOM	16	55%
	3 BEDROOM	1	4%
	TOTAL	29	100%
BUILDING C	1 BEDROOM	14	33%
	2 BEDROOM	27	63%
	3 BEDROOM	2	4%
	TOTAL	43	100%
BUILDING D	1 BEDROOM	12	48%
	2 BEDROOM	10	40%
	3 BEDROOM	3	12%
	TOTAL	25	100%
BUILDING E	1 BEDROOM	3	16%
	2 BEDROOM	13	68%
	3 BEDROOM	3	16%
	TOTAL	19	100%
BUILDING F	1 BEDROOM	9	56%
	2 BEDROOM	6	38%
	3 BEDROOM	1	6%
	TOTAL	16	100%
OVERALL SCHEME	1 BEDROOM	58	36%
	2 BEDROOM	92	57%
	3 BEDROOM	12	7%
	TOTAL	**162**	**100%**

PROPOSED RESIDENTIAL SPLIT

4. PROPOSALS

4.4 The Layout

The primary consideration for the overall layout was the specific boundary conditions presented by the site as well as the desire to make the currently private site, more permeable and connected to it's surroundings unlike it's current fortress like boundary.

Another important factor was the desire to utilise natural light within external spaces and to ensure that there were no residential dwellings with a solely north facing aspect. In addition to this, it was also important to make sure there were no dwellings facing directly south to remove concerns regarding solar gain.

Buildings A, B and C follow the existing line of Dogflud Way as it sweeps round from East Street towards the existing Leisure Centre. This is very much a new streetscape along this public highway and is considered a significant improvement of active frontage when compared to the existing solid mass warehouse buildings and their uses.

In addition to active frontages, the layout of the site is introducing a new public footpath to the northern edge of Dogflud Way to improve accessibility on the perimeter of the site. In the same location, there is a proposed pedestrian crossing which informed the positioning of both Buildings A and B in terms of a north south link through the site.

The return elevation of Building C seeks to distance itself from the existing East Street properties by allowing an east west pedestrian route along the boundary.

Building D slots into the centre of the site, providing a transitional building which helps to traverse the existing levels on site. It is comfortably set back from the existing western boundary to ensure it does not prohibit any future redevelopment of the adjacent site.

Finally, Buildings E and F are positioned in order to reintroduce the previously lost street scape of East Street. They are aligned to the existing pavement edge, however they are also subtly setback to create a bit of relief to the relatively narrow existing pavements. This design decision also allows for external private amenity space and suitable defensible space for dwellings at street level.

Where possible, all buildings have a street facing entrance to increase the activity of the streetscape and provide a clearly identifiable entrance as a destination. The layout is not institutional and is very much organic, a reflection of lots of building clusters in Farnham.



PROPOSED LOWER GROUND FLOOR SITE PLAN



PROPOSED GROUND FLOOR SITE PLAN

4. PROPOSALS

4.5 The Scale

The scale of the initial proposals has reduced significantly following discussions with the LPA and no concerns were raised by the independent Design South East panel.

The buildings fronting East Street are ground plus 3 storeys whilst the remaining buildings follow the existing contours of the site by stepping down and increasing to lower ground, ground plus 4 storeys. This results in buildings being lower than the highest point of the nearby Brightwells development.

Spacing between buildings has been carefully considered to make sure the external spaces are not overbearing in terms of built form.

A holistic approach to the site has been taken, ensuring the scheme is not solely focused on the buildings but also it's overall setting in the urban landscape, allowing cohesive integration of future neighbouring developments.

The proposed scale of the scheme also allows the residential quantum to achieved whilst also making the most efficient use of a brownfield site. An internal ceiling height of 2.4m is achieved in all dwellings and exceeds the minimum requirements of Nationally Described Space Standards.



PROPOSED NORTH / SOUTH CONTEXTUAL SECTION



PROPOSED EAST / WEST CONTEXTUAL SECTION

4. PROPOSALS

4.6 Appearance

East Street

Proposed Buildings E and F seek to restore the previously lost streetscape of East Street.

Previously a historic street, East Street has been damaged by previously highway fronting buildings being demolished and replaced by factories and workshops detached from the public realm.

The initial design was, and still is, very much aligned to the local vernacular of Farnham with three primary storeys and an additional level within the roof space.

Access to both Buildings E and F were positioned within the site boundary via the new pedestrians routes and were very much seen as a pair in terms of aesthetic and scale.

The adjacent image was prepared for original Pre Application discussions with the LPA. An updated image is provided in the following pages.



BUILDING E - ORIGINAL PRE APP SCHEME

4. PROPOSALS

4.6 Appearance

East Street

Following discussions with the LPA, a number of changes were made to both Buildings E and F through the design development process.

These changes included;

Reducing the overall height of both buildings to help them settle within the streetscape. This can be seen on the adjacent massing elevation.

The roofscape was also refined by the removal of large chimney breasts and rooflight windows with a greater focus on breaking the roofline with dormer windows to compliment the articulated facades below.

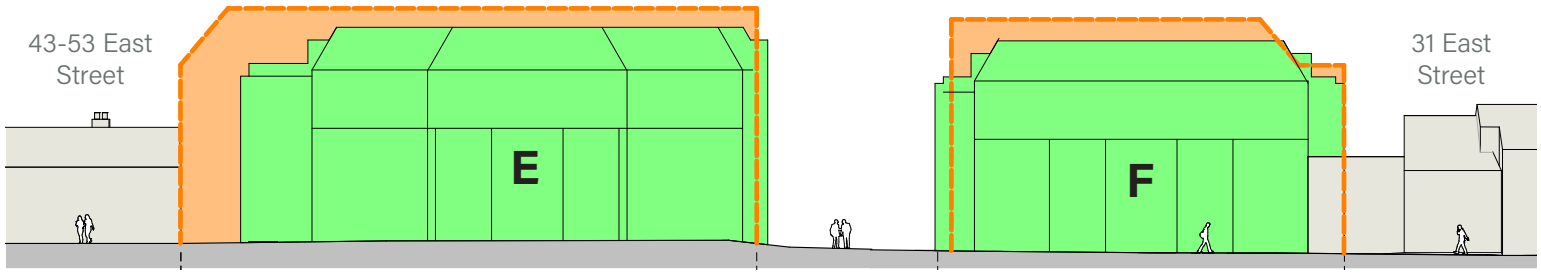
A significant change was the relationship of Building E with the existing adjacent terraces (43-51 East Street). The building footprint has been reduced and pulled back from the boundary edge to provide breathing space for the existing properties.

The entrances to both buildings were also relocated to face East Street to create more active frontages whilst Building F was rotated to align with the pavement edge.

A revised visual of Building E can be seen on the following page.



EAST STREET MASSING - ORIGINAL PRE APP SCHEME (ORANGE) VS PROPOSED SCHEME (GREEN)



EAST STREET ELEVATION - ORIGINAL PRE APP SCHEME (ORANGE) VS PROPOSED SCHEME (GREEN)

4. PROPOSALS

4.6 Appearance

East Street

The adjacent visual illustrates the proposed design for Building E as per the detailed planning application drawings.

Red multi stock brick is the primary elevation material which is broken horizontally by a number of natural stone coping details. A natural slate roof is proposed with dormer windows punching through to the top level residential dwellings.

It was important to introduce subtle brick detailing to provide relief in the elevational treatment. This is proposed in the form of recessed around windows / openings as well as quoin detailing on corners.

Large windows are incorporated into the design using a framed aluminium glazing system along with vertical balustrades to external and Juliet balconies.

Inspiration has been taken from local Farnham buildings found along The Borough and Castle Street.

Precedent images regarding material selection appear on the following pages, with 1:50 elevations and sections provided as part of the planning application drawings.



VIEW TOWARDS BUILDING E FROM EAST STREET (ARTIST'S IMPRESSION)

4. PROPOSALS

4.6 Appearance

East Street (Building E)



SLATE ROOF



RED MULTI STOCK



BRICK DETAILING



JULIET BALCONY



ALUMINIUM GLAZING



PROPOSED EAST STREET (PART)

4. PROPOSALS

4.6 Appearance

East Street (Building F)



SLATE ROOF



RED MULTI STOCK



BRICK DETAILING



JULIET BALCONY



ALUMINIUM GLAZING



PROPOSED EAST STREET (PART)

4. PROPOSALS

4.6 Appearance

East Street / Dogflud Way

In the north east corner of the site, East Street turns south into Dogflud Way towards the existing Farnham Leisure Centre. This results in the scheme contributing to a gateway view into Farnham when approached from the east.

The adjacent view illustrates the original Pre Application scheme with Building C to the left hand side and Buildings E and F in the distance further along East Street.

Following discussions with the LPA, a number of changes were made to Building C along with alterations to Buildings E and F which have been discussed previously.

An entire storey has been taken off Building C which has taken down the height of the building significantly. This feels much more appropriate when considered in the context of the existing properties fronting East Street.

The existing trees in the foreground are not part of the application site and will therefore be retained.

A revised visual of Building C can be seen on the following page. The updated image also provides an update on the contextual setting of Buildings E and F.



APPROACH FROM THE EAST - ORIGINAL PRE APP SCHEME

4. PROPOSALS

4.6 Appearance

East Street / Dogflud Way

The revised Building C sits comfortably in its setting now that it has been lowered in height. It utilises the existing levels of the site and falls away with the contours of Dogflud Way.

In terms of materiality, Building C uses a light red multi stock brick which differs slightly to that proposed for Buildings E and F on East Street. This is a conscious decision to introduce a more contemporary look and feel along Dogflud Way whilst remaining in-keeping with the overall scheme.

Building C has a natural stone base which is also replicated at each floor level in the form of banding to break up the proposed brickwork.

A dark grey standing seam roof is a contemporary take on the traditional slate roof used on Buildings E and F, whilst dormer windows add interest at high level.

The proposed material palette is illustrated later in this document.



VIEW TOWARDS BUILDING C FROM EAST STREET (ARTIST'S IMPRESSION)

4. PROPOSALS

4.6 Appearance

East Street / Dogflud Way (Building C)



STANDING SEAM ROOF



LIGHT RED MULTI STOCK



STONE CLADDING



BALCONY



ALUMINIUM GLAZING



PROPOSED DOGFLUD WAY ELEVATION

4. PROPOSALS

4.6 Appearance

Dogflud Way

Proposed Buildings A and B introduce a new and active street frontage to Dogflud Way facing the existing Leisure Centre and skate park.

The existing topography of Dogflud Way is much lower than East Street which has provided an opportunity for certain buildings to be taller.

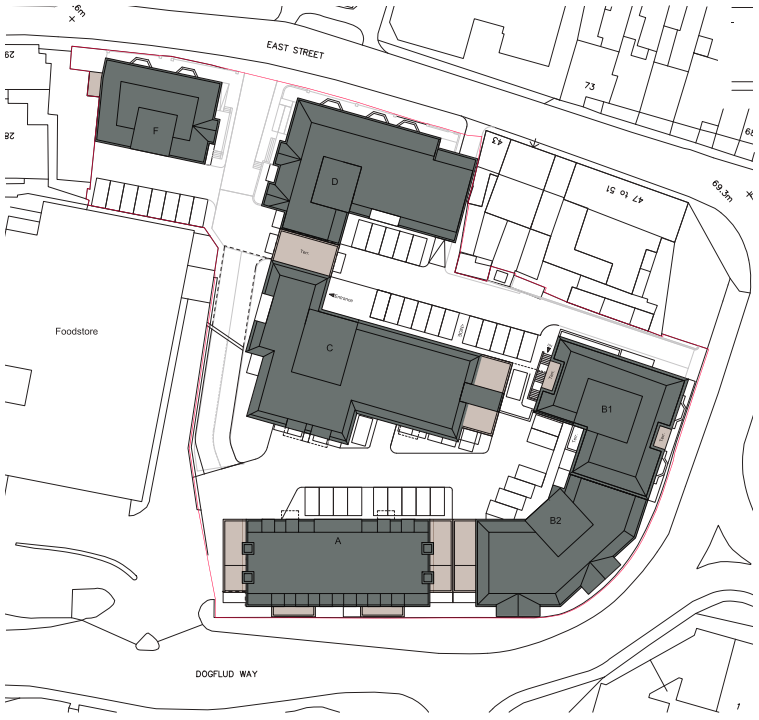
The original Pre Application scheme saw Buildings A and B abutting each other forming a single continuous frontage with a pedestrian link underneath.

Following discussions with the LPA, the north south pedestrian link was reconsidered, resulting in a break between the buildings to create a much more user friendly experience.

The gap between the buildings facilitates views into the scheme and creates a welcoming anchor to draw pedestrians through the site as discussed previously in this document.

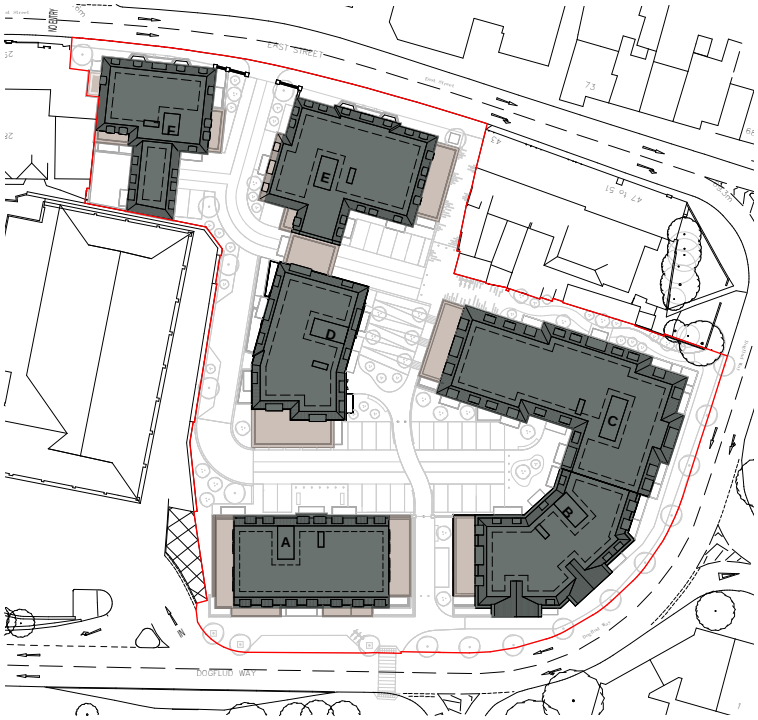
The adjacent 3D views and blocks plans illustrate this change. There is now a clear, unobstructed route through the site for residents, visitors and those passing through.





ORIGINAL PRE APP SCHEME





PROPOSED SCHEME

4. PROPOSALS

4.6 Appearance

Dogflud Way

The adjacent view shows the proposals in context from Mike Hawthorn Drive to the south of the development.

There will be a significant public realm enhancement to this area of the scheme to fully integrate the north south pedestrian link.

Both Buildings A and B are of a more contemporary design albeit slightly different in terms of appearance.

Building A incorporates a red stock brick as the primary elevation material, with a grey standing seam roof above. This is then complemented with contemporary glazed balustrades, creating a clean look and feel.

Building B utilises a red brown brick with a natural stone base, with a softer clay appearance roof tiles to create subtle differences between two. This building provides a transition in terms of aesthetic between Building C and Building A as you travel along Dogflud Way.

The large glazed gable roofs provide a unique feature to Building B whilst also creating interest in the overall roofscape.



VIEW TOWARDS BUILDINGS A & B FROM MIKE HAWTHORN DRIVE (ARTIST'S IMPRESSION)

4. PROPOSALS

4.6 Appearance

Dogflud Way

Both Buildings A and B provide new active frontages to Dogflud Way, providing street addresses for residents.

The adjacent image places both buildings in their existing context with the entrance to the existing foodstore and the new Brightwells development beyond.

The following pages explore the envisaged material palettes for both buildings.



VIEW TOWARDS BUILDING A ALONG DOGFLUD WAY (ARTIST'S IMPRESSION)

4. PROPOSALS

4.6 Appearance

Upper / Lower Courtyards (Building D)



STANDING SEAM ROOF



LIGHT RED MULTI STOCK



STONE CLADDING



BALCONY



ALUMINIUM GLAZING



PROPOSED WEST ELEVATION (PART)

4. PROPOSALS

4.6 Appearance

Dogflud Way (Building A)



STANDING SEAM ROOF



RED STOCK



ALUMINIUM GLAZING



GLAZED BALCONY



PROPOSED DOGFLUD WAY ELEVATION (PART)

4. PROPOSALS

4.6 Appearance

Dogflud Way (Building B)



CLAY APPEARANCE ROOF TILES



RED BROWN



STONE CLADDING



BALCONY



ALUMINIUM GLAZING



PROPOSED DOGFLUD WAY ELEVATION (PART)

4. PROPOSALS

4.6 Appearance

Lower Courtyard

The lower courtyard is formed by Buildings A to D and is a pedestrian focussed space.

All buildings framing the courtyard are ground plus five storeys which, in terms of overall proportion, is similar to existing courtyard spaces found within Farnham Town Centre. The top most storey is set back slighting and utilises a pitched roof geometry to reduce the overall mass.

The elevation treatment of Buildings A to C have been discussed previously and are continued through the internal courtyard elevations. The aesthetic of Building D is outlined on the following pages.

It was considered important for each block to have it's own distinct style whilst also complementing each other, creating an identifiable look and feel to the scheme for this area of Farnham.



VIEW TOWARDS BUILDING C FROM LOWER COURTYARD (ARTIST'S IMPRESSION)

4. PROPOSALS

4.6 Appearance

Upper Courtyard

The upper courtyard is formed by Buildings C, D and E.

Building D incorporates the same brick type as Building C, as well as the same standing seam roof covering. Where it differs is the natural stone bookends which help to break up the overall mass of the building.

A feature archway provides a pedestrian / vehicular link, an architectural element which can be found elsewhere in and around Farnham. The archway will help to create a sense of arrival when approaching from East Street as well as framing a key route through the site.



ARCHWAY PRECEDENT



VIEW TOWARDS BUILDING D FROM UPPER COURTYARD (ARTIST'S IMPRESSION)

4. PROPOSALS

4.7 Landscaping

Farnham Centrum offers scope to create a series of well-connected open spaces through a communal landscape of high-quality footpaths, planted borders and courtyard gardens. The design of the public realm prioritises pedestrian movement through these spaces in order to ensure good permeability and a welcoming environment for all.

Drawing on the local context and character of Farnham, the material palette will see areas of mixed pavers or setts with pedestrian routes given hierarchy over vehicular access. With subtle pattern changes and colour differentiation this will be achieved in a harmonious way. Brick walls will also be constructed in key areas to give the sense of enclosure that is commonly seen in public spaces around the town.

Final hard and soft landscaping proposals will be finalised at detailed design stage and as part of the condition discharge process.



PROPOSED LANDSCAPE MASTERPLAN (INDICATIVE ONLY)

4. PROPOSALS

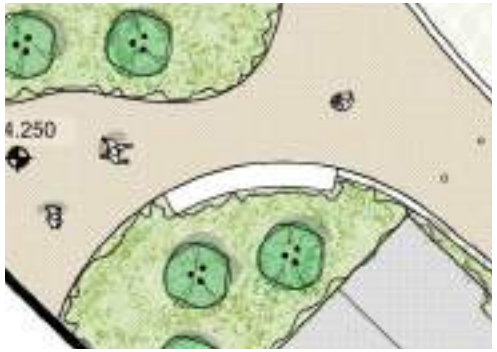
4.7 Landscaping

Where possible, planting potential has been maximised with significant new tree planting to boost the local population and mitigate loss of existing trees to facilitate the development. This is a great opportunity to plant for the future and drastically improve coverage across the whole site.

Tree planting will also help contribute to cooling of the adjacent buildings and public spaces in the warmer months, reducing the effects of urban heat islands.

By creating green, welcoming spaces between the new buildings, people will have good access to the new buildings whilst visitors will also feel comfortable walking through the site on route to other destinations or simply to take a moment and pause on a bench to enjoy the surroundings.

Private balconies and terraces around the buildings offer residents plenty of scope to grow produce such as herbs, fruit and veg and this will be encouraged.



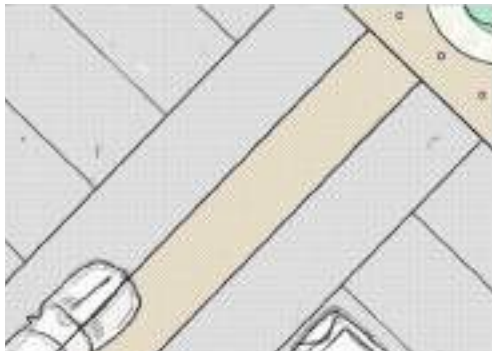
New ornamental multi-stem trees and shrubs within planting borders to green the landscape and add diversity.



Pedestrian green corridor with meandering footpath access. Brick pavers to surface.



Existing trees as per Arborclimb Consultants report and plan. Trees highlighted in red will require felling to facilitate the development with new tree planting to mitigate losses.



Permeable setts and pavers to increase SUDs. Granite setts contract with main pedestrian routes of brick pavers.



Temporary bin store areas set within planting hard landscaping.

4. PROPOSALS

4.7 Landscaping

Accessibility
Level access has been addressed with gentle gradients to the centre of the site linking the upper area near East Street and the lower zone near Dogflud Way. To soften the appearance of the transition, planting has been proposed between the paths. Level access is also possible around the perimeter of the site along Dogflud Way, leading up to East Street.

Car parking and access for vehicles is required for residents and this has been sensitively integrated into the scheme ensuring cars are subservient to pedestrian routes. Where possible, the proposal is to also plant suitable street trees between parking spaces to further green the site and to provide a more appealing outlook from the new surrounding buildings.

Drainage
Permeable hard landscaping will help to ensure sustainable drainage is adopted across the site and options might also be explored within the drainage design to incorporate planted swales in suitable areas along Dogflud Way. Other areas of the site where occasional vehicle access is required over pedestrian routes might see robust groundcover planting introduced to break up the surface i.e. existing access to the side of 43 East Street.

Ecology & Green Infrastructure
Ecology is an important part of a healthy and successful landscape. There are significant opportunities for enhancement within the proposed landscape scheme to boost habitats for wildlife and increase biodiversity through the integration of habitat boxes and other features. A mix of nectar rich and native planting will also help attract pollinators and connect with green spaces in the wider landscape beyond. There is potential particularly for wildlife arriving by air i.e. butterflies, bees, other insects, birds and bats.

Summary
The overall ambition is to create a vibrant landscape that helps ground the development sensitively into the site, and wider context of Farnham, creating a series of well-connected and inviting green spaces. High quality design, materials, and planting will ensure the sheme is robust and delivers for the local population well into the future.



INDICATIVE PLANTING CORRIDOR (INDICATIVE ONLY)

4. PROPOSALS

4.7 Landscaping - Material Contrasts & Softening Hard Landscape

A mix of high quality natural materials would be well suited to the development and ideally mixing a blend of textures and tones similar to shown above.

This will help to delineate walkways and mark vehicular from pedestrian spaces. To soften footpaths some might be broken up with low level planting or grass to the edges.

Whilst this isn't traditionally seen in Farnham public spaces it does represent forward thinking and change, similar to the old and new architectural styles proposed.



FARNHAM PAVING TREATMENT



FARNHAM PAVING TREATMENT



SAWN SETTS, CROPPED SETTS & PAVING



MIXED PAVERS & SETTS



GREENERY TO PAVING / GREENERY TRANSITION



SETTS & PAVING

4. PROPOSALS

4.7 Landscaping - Ecology Enhancement Opportunities

Ecology is an important part of a healthy and successful landscape. There are significant opportunities for enhancement within the proposed landscape scheme to boost habitats for wildlife and increase bio-diversity. It is also important to design a scheme that is robust and flexible, adapting with our changing climate.

The following could be included within the site to help achieve this and there is an opportunity to work closely with the project ecologists during detailed design stages of the project to maximise potential across the site:

- Bird & Bat boxes can be hung from new and existing trees as well as being integrated into the building fabric.
- Insect boxes and bee hotels help pollinate plants
- Nectar rich planting will help attract pollinators.
- Connecting green spaces to provide wildlife corridors for hedgehogs and other wildlife.
- Areas for shade and sun are important.
- Combination of native and ornamental tree and plant species with seasonal interest will be designed using drought tolerant species that are less reliant on irrigation.
- Plants with berries and food for wildlife.
- Reduce light pollution in the landscape 'less is more' approach and a preference for lighting downwards rather than up.
- Use recycled materials where possible and even recycle materials on the current site as part of the new works.







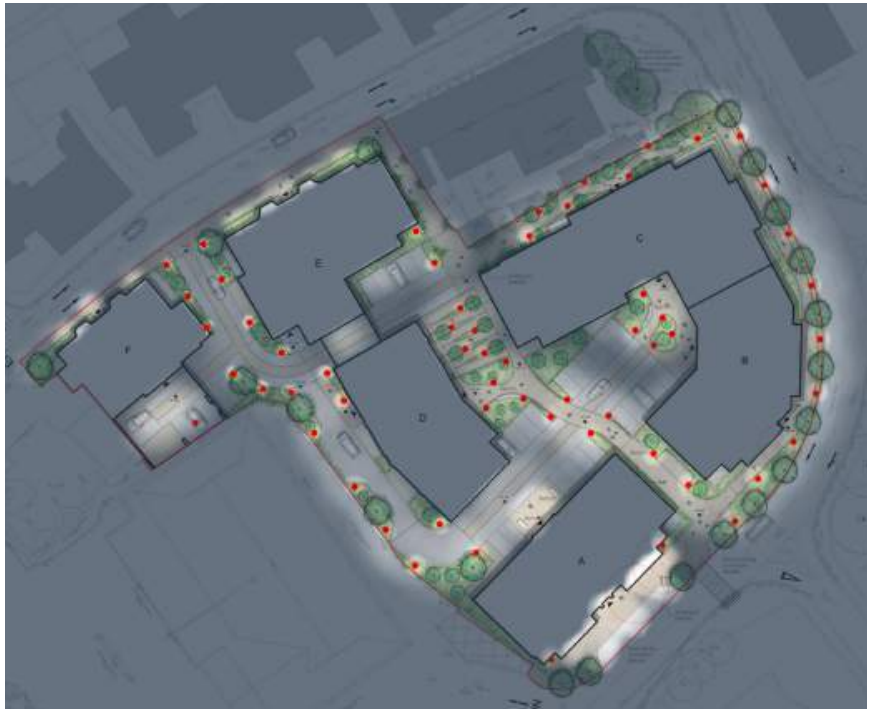


4. PROPOSALS

4.7 Landscaping - Landscape Lighting

The landscape lighting strategy for Farnham Centrum is shown indicatively with safely lit routes to provide adequate levels of lighting throughout the year and during night-time hours. Ecology impact and glare is a key consideration and lighting will be carefully controlled to minimise light spill.

Low level bollard lighting will be used where possible with some taller lamposts where necessary subject to a detailed lighting design scheme by others. The landscape lighting will also be supplemented by facade lighting to entrances and walkways.



INDICATIVE EXTERNAL LIGHTING PLAN (INDICATIVE ONLY)











PRECEDENT IMAGES

4. PROPOSALS

4.7 Landscaping - Future Opportunities

To the corner of East Street and Dogflud Way, there is an opportunity for public realm improvement outside of the application site boundary. This area benefits from mature trees anchoring the corner of the road, however, it is currently rather neglected and let down by broken walls and overgrown grassed areas with bin storage and parking of vehicles.

There is an opportunity to see significant enhancement through carefully considered landscaping, creating connection through the new adjacent site at Farnham Centrum and public footpath proposed along Dogflud Way.

The images opposite show the current area.

It is proposed to add new planting, small ornamental trees, seating, and even space for shared bike storage as indicated on the adjacent image. This corner could become much improved and a welcome sight when approaching by vehicle or on foot.

THE ADJACENT PROPOSALS ARE NOT FORMING PART OF THE APPLICATION AND FALL OUTSIDE THE APPLICATION BOUNDARY.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH



EXISTING PLAN (INDICATIVE ONLY)



PROPOSED PLAN (INDICATIVE ONLY)

4. PROPOSALS

4.8 Highways

A summary from the associated Transport Assessment is provided below.

TRANSPORT ASSESSMENT SUMMARY

"The site is located within the centre of Farnham within the A325. The site benefits from close proximity to the A31 and A331, as well as local bus stops and Farnham railway station. The site falls within the administrative boundaries of Waverley Borough Council (WBC) and Surrey County Council (SCC).

The site is currently comprised of various employment/retail buildings which contain a furniture shop and a Tyre Centre/MOT Garage. Access is currently achieved predominantly from Dogflud Way to the south of the site, through a shared access with Lidl. The site also has an access to the north from East Street.

The Transport Assessment has been prepared having regard to advice received at pre-application stage as well as relevant guidance.

In summary, the report demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- The site is accessible by public transport, walking and cycling. This offers future residents a genuine choice of travel modes;
- Safe and suitable access to the site can be achieved for all users;
- Appropriate provision is made for car parking having regard to the relevant guidance; and,
- The proposals include appropriate provision for cycle parking and servicing activity.

In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent".

4.9 Daylight / Sunlight

Both an Internal Daylight Analysis Report and Daylight, Sunlight and Overshadowing Report have been provided as part of the planning submission.

Summary extracts from the aforementioned documents are provided below for information.

INTERNAL DAYLIGHT ANALYSIS SUMMARY

"The results of the internal daylight analysis demonstrate that the vast majority, 84.04%, of the assessed rooms exceed the recommendations set out by industry guidance.

Therefore, it is anticipated that the residential units in the Proposed Development will receive adequate internal daylight".

DAYLIGHT, SUNLIGHT & OVERSHADOWING SUMMARY

"On balance, due to the orientation, size and proportions of the new buildings, it can be concluded that the impact of the Proposed Development on the surrounding properties is small and in most cases in accordance with the guidelines.

Most of the adjoining occupants will not experience noticeable reductions in daylight or sunlight from the construction of the Proposed Development, and therefore the proposal is considered acceptable".

5. SUSTAINABILITY & ENVIRONMENT

5. SUSTAINABILITY

5.1 Approach / Initiatives

Numerous sustainability measures have been considered and addressed within the proposals. Full details of these measures can be found in the accompanying Energy and Sustainability Statement submitted as part of this application.

The scheme has been orientated to minimise extreme solar gains, and to ensure that no residential units have a solely north facing orientation.

Measures to minimise the risk of overheating have been incorporated into the design of each building. These include set back windows, openable vents and balcony overhangs.

Onsite renewable energy has been included with the inclusion of solar PV installations across the rooftops of all six buildings to facilitate electrical power generation.

Electrical vehicle charging points will be provided for all vehicle parking bays for residents to use. A Car Club space is also proposed. Details of both can be found in the accompanying Travel Plan.



PHOTOVOLTAIC PANELS



ELECTRIC VEHICLE CHARGING POINTS



CAR CLUB (EXAMPLE)

Secure cycle storage areas are provided for all buildings. This will not only provide much needed storage away from the residential unit, it will also help to promote the use of a more environmentally friendly mode of transport within Farnham.

A total number of 176 secure spaces for cycles will be provided for the 162 residential units in the proposed development. These spaces are split proportionally across all buildings and include a mixture of Sheffield and two tier cycle stands. This is aligned to Waverley Borough Council's Parking Guidelines document dated October 2013.

A sustainable urban drainage system (SUDs) will be incorporated into the scheme to ensure rainwater is slowly released into the local drainage system.

The site will have a greatly improved run off rate when compared to the existing brownfield site. Details of which can be found in the accompanying Flood Risk Assessment & Drainage Strategy report.

A completed Climate Change and Sustainability Checklist has also been submitted as part of the application.



SHEFFIELD CYCLE STANDS



TWO TIER CYCLE STANDS

5. SUSTAINABILITY

5.2 Flood Risk

A separate Flood Risk Assessment (FRA) and Drainage Strategy has also been submitted as part of the application. The following text is the summary and conclusion.

FRA SUMMARY

"The drainage strategy shows that the proposed development is at a very low residual risk of flooding, and this makes it appropriate in this location. Similarly, the drainage strategy has shown that the development can manage its foul and surface water in a manner that reduces overall flood risk in the area over the current situation. Therefore, flood risk and surface water management should not form an impediment to the progress of this application.

Surrey County Council's LLFA SuDS Proforma has been completed to accompany this drainage strategy and this can be viewed in Appendix P of the FRA and Drainage Strategy. It is strongly recommended that this Proforma is not reviewed in isolation and the full contents of this report are also considered, as the data provided within the Proforma cannot be fully appreciated unless the geo-environmental constraints and design decisions are also understood".

5.3 Overheating

An Overheating Analysis has been prepared as part of the application. A section of the Executive Summary has been included across the page.

OVERHEATING ANALYSIS SUMMARY

"A range of passive design measures has been incorporated where feasible, to optimise thermal comfort conditions and minimise the overheating risks. This is done through a combination of building fabric specifications, solar control glass (G-value$_{(glazing)}$ of 0.4), openable windows, balconies for shading and tilt & turn windows to ensure nighttime ventilation. Active design measures such as Mechanical Ventilation with Heat Recovery (MVHR) is also part of the design.

The results of the simulations indicate that under current climate conditions (London Gatwick, DSY1 2020s high emissions, 50th percentile), the Proposed Development passes the TM59 assessment criteria with the strategies mentioned above, indicating a good level of thermal comfort during summer periods.

In relation to CIBSE TM59 requirements and Building Regulations Part O, Requirement O1, the Proposed Development meets compliance".

6. ACCESS

6. ACCESS

6.1 Inclusive Design

Residential entrances are positioned at ground floor for each building. Each of these entrances will be distinguished by signage and a canopy.

The largest building in terms of number of dwellings is Building C which serves 43 units and subsequently has two entrance foyers. It was important for each building to have its own entrance to remove the need for excessively long corridors between buildings.

Non-restricted level access is provided both through the site and around it's eastern perimeter via Dogflud Way.

All residential units will be designed to meet the minimum requirements of M4(2): Category 2 - Accessible and adaptable dwellings as defined in Building Regulations Approved Document Part M. There is no requirement for M4(3): Category 3 - Wheelchair user dwellings, however, there are a number of units which could be converted to M4(3) if required.

Clear signage will help to designate the building entrances, all of which will be suitable for visually impaired residents and visitors.

Access will be managed through the use of key fobs that will also provide access to the secured cycle storage facilities. These will be programmed differently for each building to enhance security.

Level thresholds will be incorporated for all entrances to the building to meet current building regulations and standards of best practice.

All six buildings have two entrances, with at least one in each block having access to lift facilities. All staircases will be designed to meet current building regulations to ensure they are suitable for both able bodied and ambulant disabled residents and their visitors.

Disabled refuges are provided on all levels to provide safe locations in the event of an emergency



ILLUSTRATIVE TRANSITION FROM LOWER COURTYARD TO UPPER COURTYARD

6. ACCESS

6.2 Pedestrian Movement

The scheme aims to enhance the pedestrian experience when moving both through and around the site by improving the overall external environment. This includes the southern edge of East Street and the northern edge of Dogflud Way.

The focus of the design was to ensure that pedestrians are the primary consideration in terms of movement through the scheme whilst vehicles would be secondary.

One way of achieving this is through the use of shared surfaces through the site which passively helps to reduce speeds of vehicle users.

As mentioned previously, each building has two access points which are illustrated on the adjacent plan. The primary entrances have an entrance foyer which will include resident post boxes.

The scheme will be open to all pedestrians, not just those living or visiting. This confirms that there will be no gates restricting this type of movement and will encourage people to meander through the new spaces whilst travelling to and from the Town Centre.

A new pedestrian crossing is also proposed along Dogflud Way to further enhance the connectivity and permeability of the site.



PEDESTRIAN MOVEMENT

6. ACCESS

6.3 Vehicular Movement

Vehicular access to the scheme is via an existing access point along East Street. This was considered the most appropriate location and also removes the hazardous access point along Dogflud Way which conflicts with traffic accessing the existing foodstore.

The number of vehicular parking spaces provided is 37. This figure is intentionally low to promote more sustainable forms of transport and is supported by the LPA. All parking bays are 2.5 x 5m in size, larger than the required 2.4m x 4.8m outlined in adopted parking guidelines.

All parking bays will be capable of electric vehicle charging whilst a Car Club space is also proposed to reduce the number of privately owned cars.

Each building has external access to secure cycle parking as defined on the adjacent plan.

In terms of waste management, all buildings have dedicated internal refuse stores which will be emptied via a management strategy. Two holding zones are provided within the external landscaping for temporary storage on refuse collection days. Proposed laybys on both East Street and Dogflud Way are detailed in the accompanying Transport Assessment.



VEHICLE MOVEMENT

6. ACCESS

6.4 Transport Connections

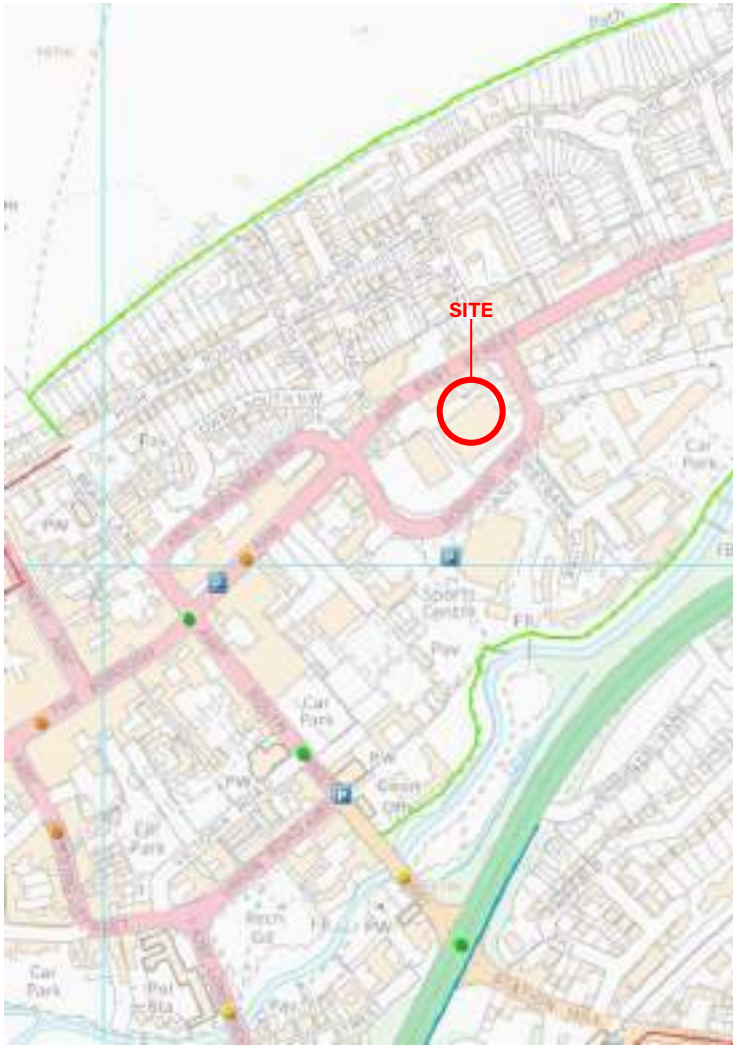
The site is well connected to local travel infrastructure and local amenities.

The adjacent map shows that a number of bus routes are accessible from the site as well as being within walking distance to Farnham Train station (also illustrated).

The closest bus stops can be found on East Street and Woolmead Road to the west, an additional stop along East Street further east and one to the south on Dogflud Way.

The site benefits from two greenway cycle routes, one to the north in Farnham Park and one to the south along the River Wey. These are illustrated as green lines on the adjacent map.

Further information can be found in the accompanying Travel Plan.



FARNHAM CYCLE NETWORK

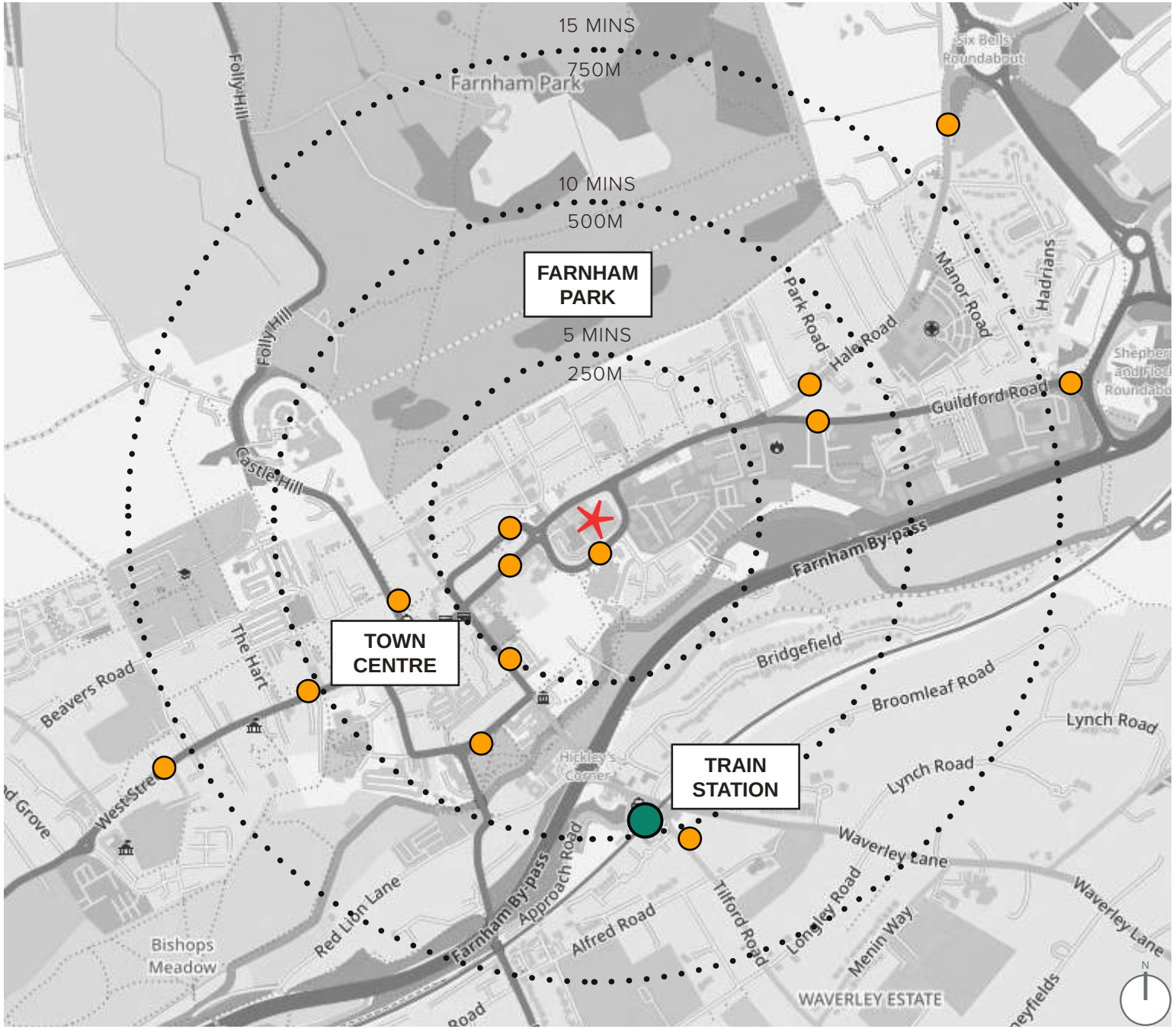


FARNHAM BUS ROUTES

6. ACCESS

6.5 Walking Distances

In terms of walking distances, the site is very well connected to the surrounding area with key amenities such as the town centre, Farnham Park and Farnham Train Station all reachable within 500m of the site.



WALKING DISTANCES

Application Site

Bus Stop

Train Station

6. ACCESS

6.6 Fire Strategy

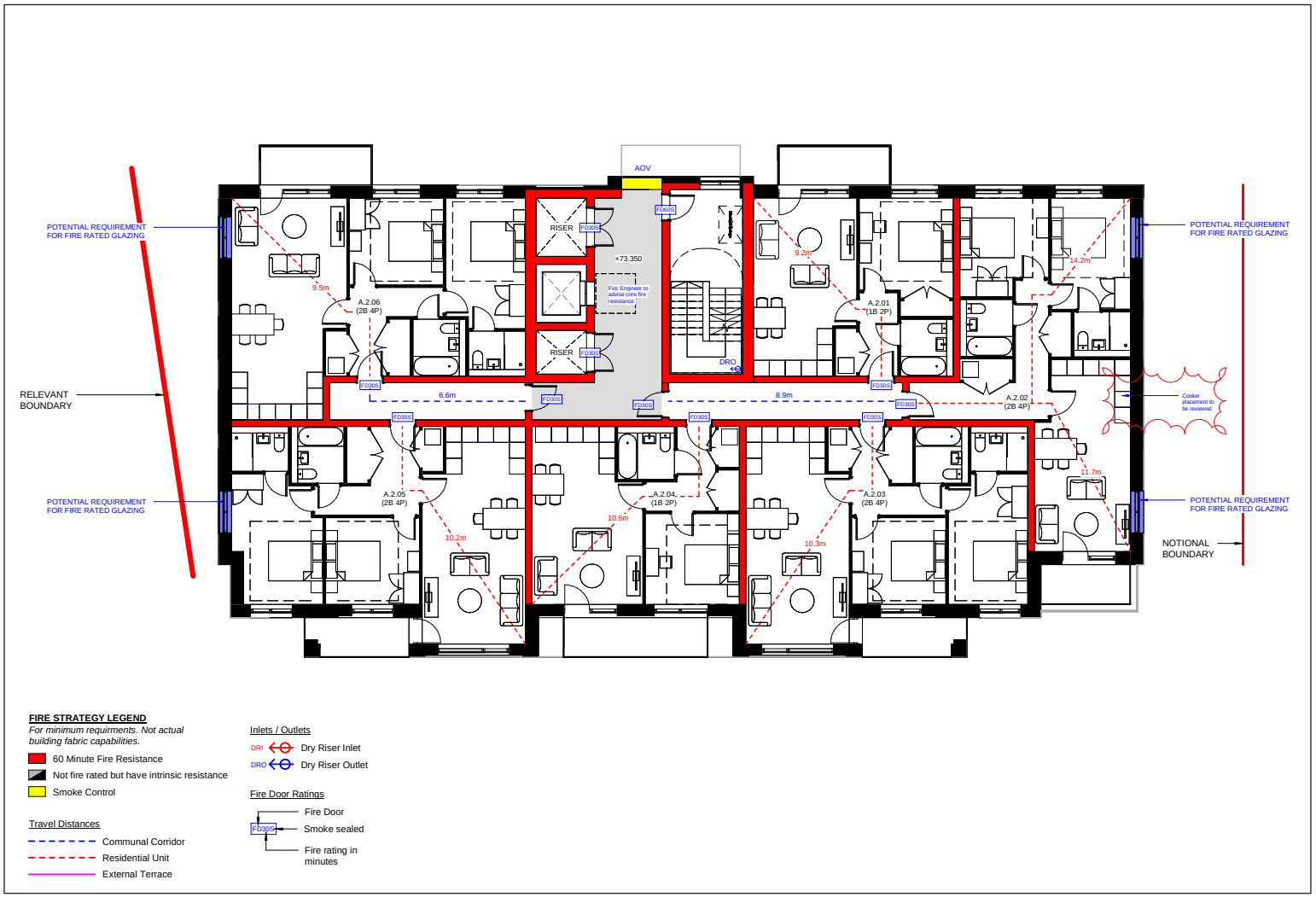
In the event of a fire, the fire brigade can gain access to all buildings and levels via protected staircases. All stair cores will incorporate a dry riser no more than 18m away from the position of the fire appliance.

In some circumstances, the fire brigade will be able to fight the fire from the perimeter of the site on East Street and Dogflud Way. However, there will also be access to the site from East Street providing internal access / circulation for fire appliances. All roadway widths will be sufficient in size to facilitate this movement.

The distance from the lowest entrance level to the top floor of each block falls below the 18m requirement for two staircases. However, as all buildings have a distance greater than 11m, there is a requirement for the buildings to have an automatic sprinkler systems.

All buildings have protected lobbies and staircase which escape directly to external places of safety.

Disabled refuges are provided on all upper levels of each building.



EXAMPLE FIRE STRATEGY PLAN

7. CONCLUSION

7. CONCLUSION

Summary

The design team have produced a high quality design to respond to the complex nature of the existing, underutilised site and strived to understand the views of the LPA through the Pre Application process as well as the wider community.

The design team have also listened to the independent Design South East panel who appraised the scheme with subsequent changes made and incorporated in response to their feedback.

The proposed site offers a unique opportunity as a gateway into Farnham from the east and is an area which requires improvement both in terms of built form and public realm.

It is envisaged that a high quality development will act as a catalyst for the regeneration of this part of Farnham and can assist in the rejuvenation of the local context, assisting in the aesthetic enhancement of the area.

It is important that the design creates a distinct sense of place whilst also responding to the local vernacular of Farnham.

In addition to this document, a great deal of information has been compiled to inform the proposals and is available in the technical reports associated with the detailed planning application.

The research and reports undertaken are of a sufficient quality to illustrate that the proposed development is suitable for this site and is of benefit to the area as a whole.

The residential accommodation, though designed specifically for this site, has been designed in conjunction with the occupant in mind, ensuring all dwellings meet Nationally Described Space Standards as a minimum.

The design, layout and external landscaping also ensure that the scheme is highly accessible to all, be it residents, visitors or locals.

The proposed development makes the best possible use of the site in a sustainable and appropriate manner which will benefit the town of Farnham.

Thus applying the presumption in favour of sustainable development as set out in the National Planning Policy Framework, and in the absence of any material considerations to indicate otherwise, the application should be approved without delay.



FARNHAM CENTRUM