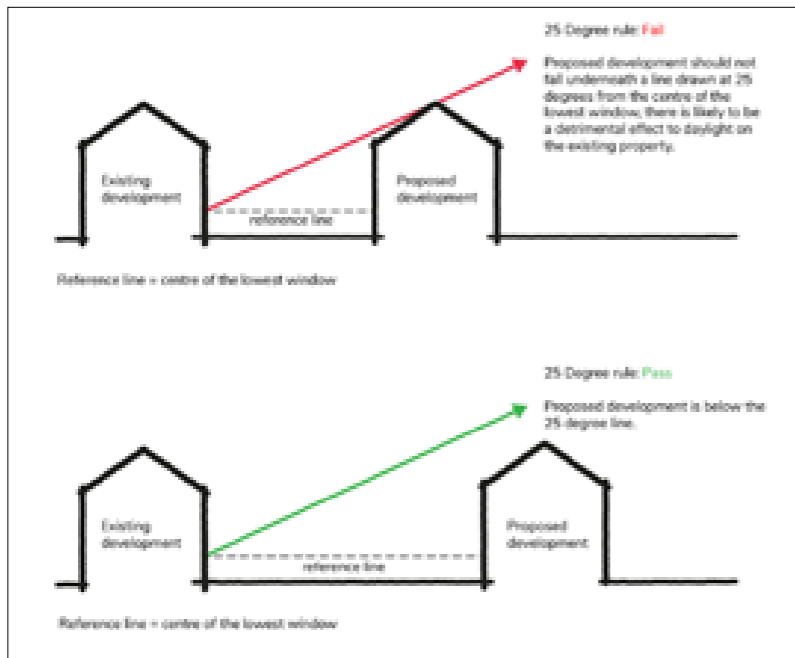


5.6 Design Proposal : Overbearing

Example BRE diagram showing the 25 degree rule.



We have designed the scheme to protect the amenity of the surrounding residents. There are two common rules that are often used in assessing whether the new development would impact the existing properties. The first and the most useful for our scheme is the 25 degree rule.

25 Degree Test :

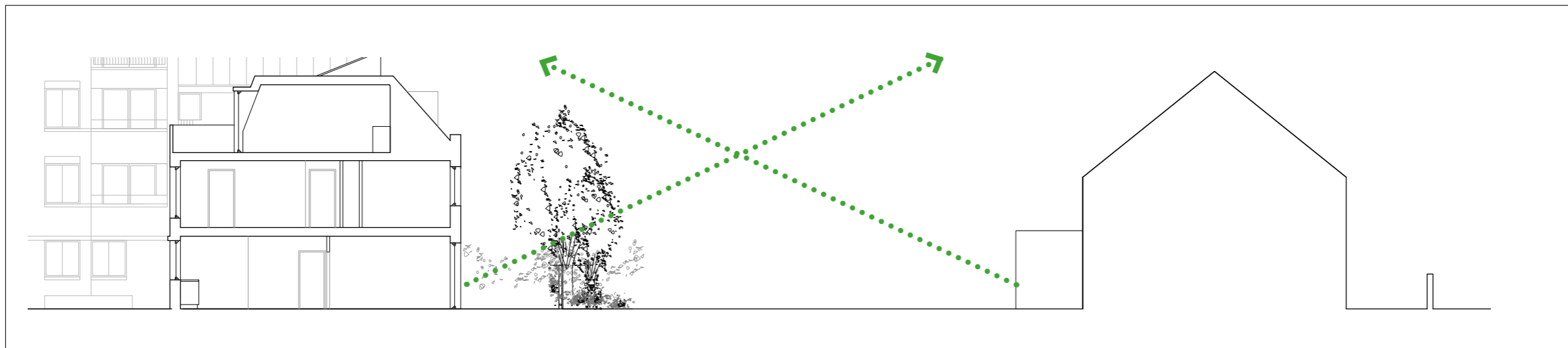
The 25 degree test is a BRE Guideline basic way of testing the impact of the new development on an existing house. A line is projected at 25 degrees from the horizontal at the centre of an existing ground floor window. This line should avoid the new massing to avoid any undue loss of daylight or sunlight to the existing house. Please see diagram opposite for an example.

As shown on the diagram on the left hand side of this page, when the 25 degree line is drawn from the centre of the existing lowest window the extended line clearly misses the new development and therefore no overbearing occurs and the daylight / sunlight levels in the existing houses are retained.

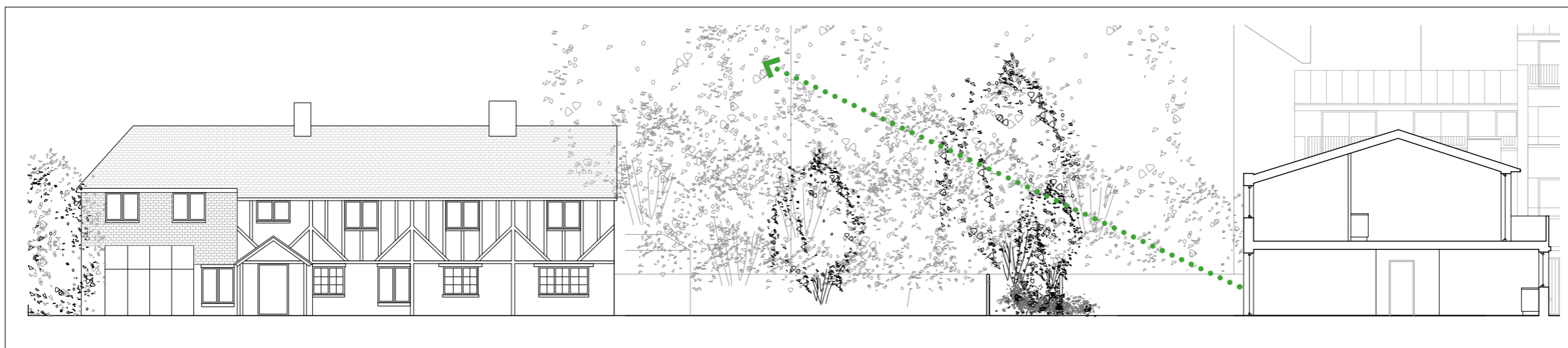
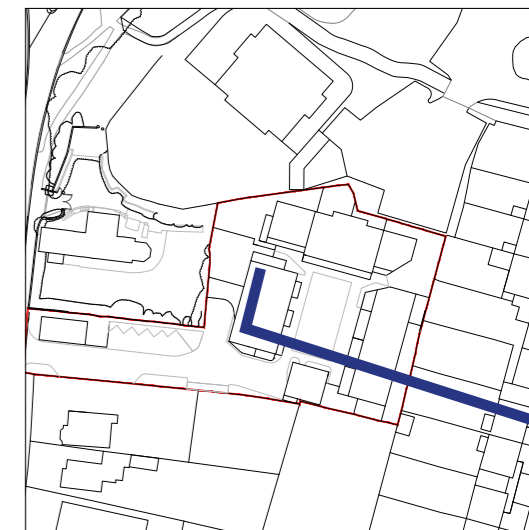
The diagram below clearly shows that both the existing and proposed dwellings will receive good levels of daylight / sunlight.

Please also refer to the full daylight / sunlight report by T16 design that confirms there is no impact on to the existing dwellings or their amenity spaces.

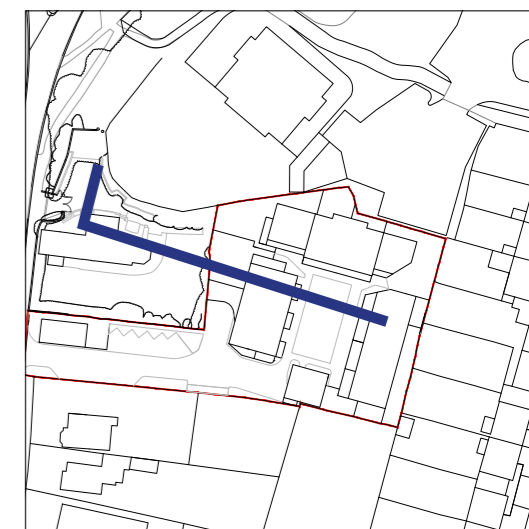
Sections between new and existing :



Section between our eastern block and the existing housing on Five Acres



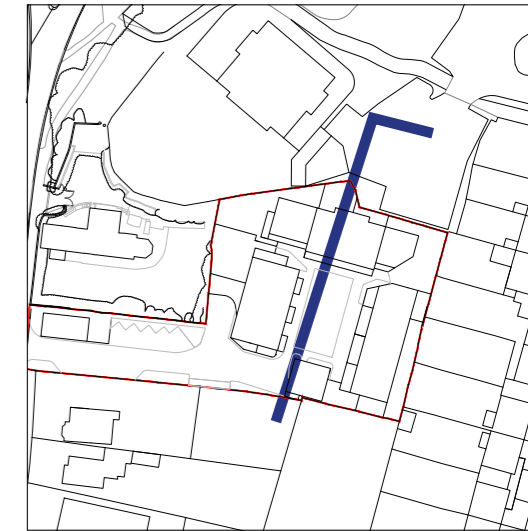
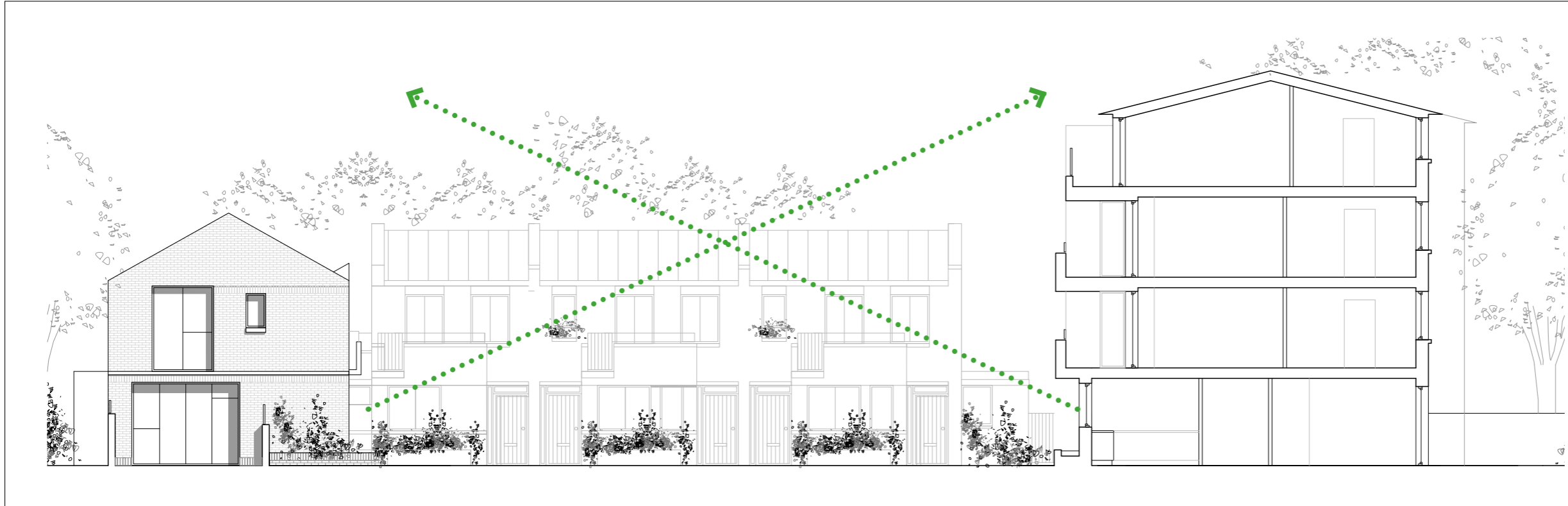
Section between our western block and Fir Tree Cottage



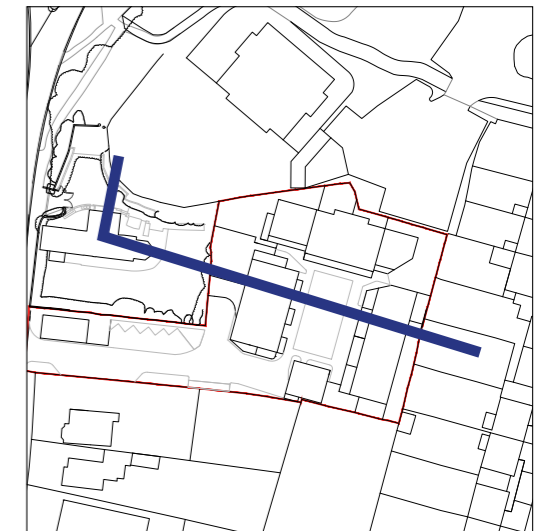
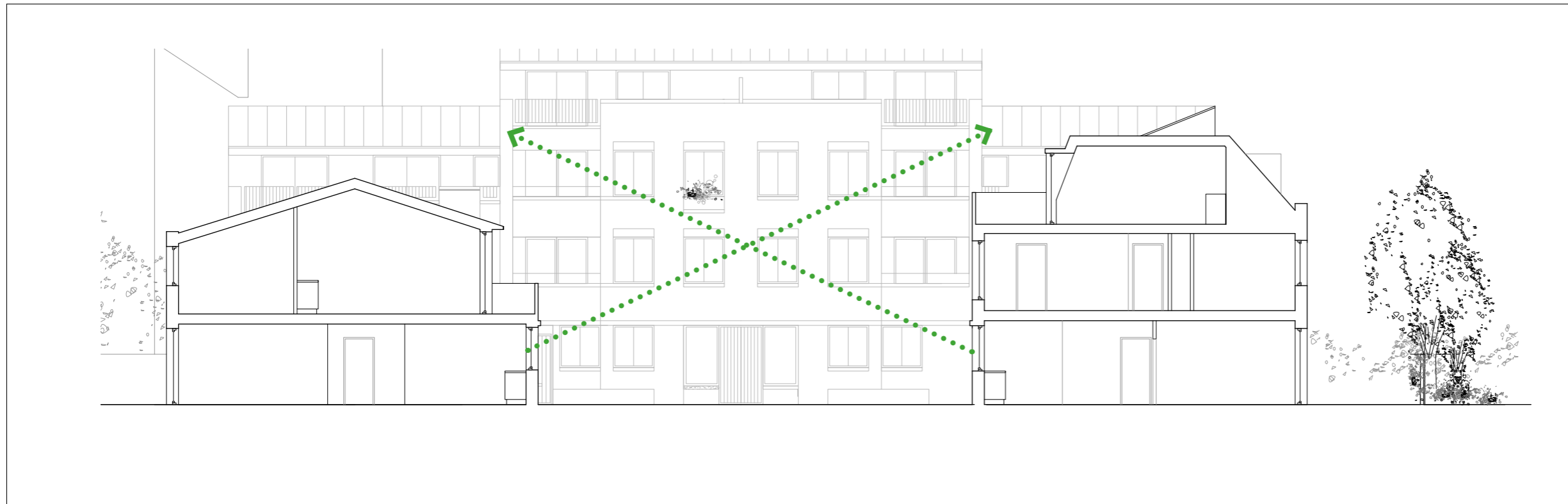
5.6 Design Proposal : Overbearing

Sections between new and new :

As with the new to existing sections, the new to new sections show that the distancing between the new blocks is generous and that no overbearing will occur between blocks and that good levels of daylight / sunlight will be achieved.



Long section through the proposal



Short section through the proposal

5.7 Design Proposal : Mews Entrance



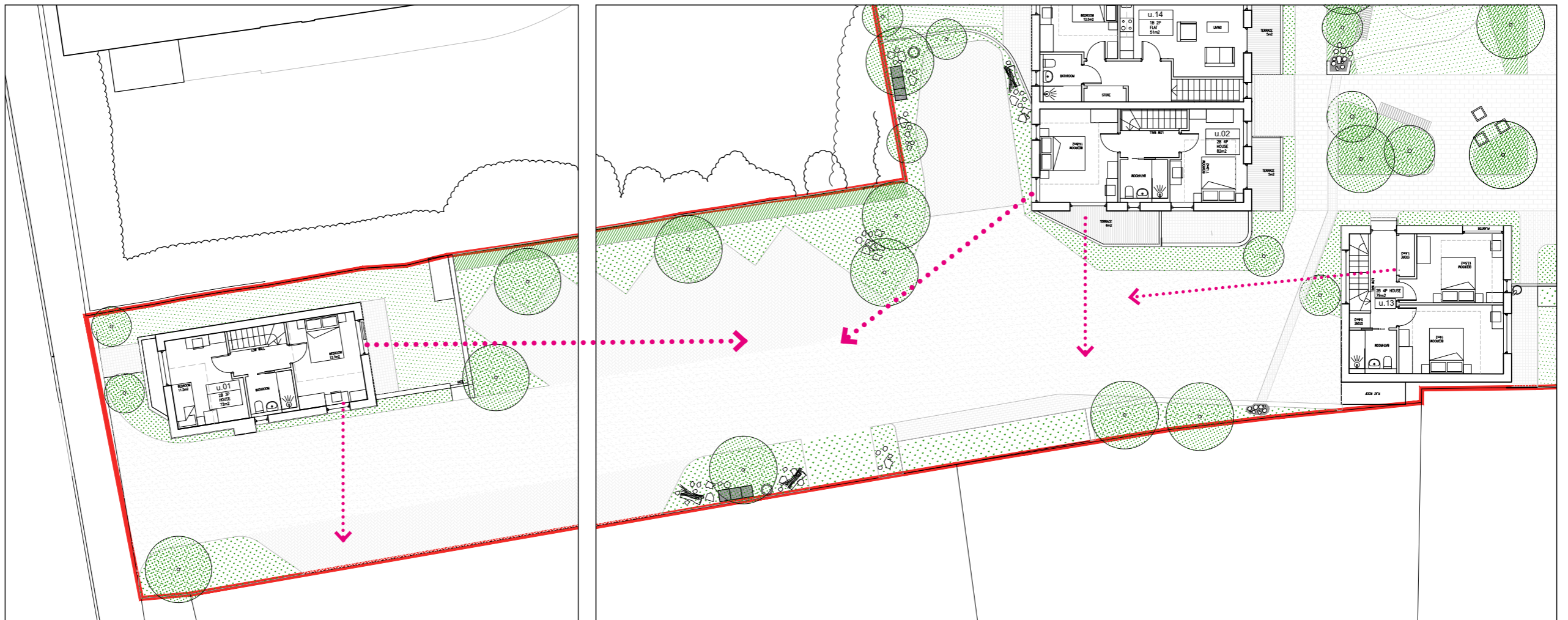
Proposed elevation of the southern block facing up the access pathway.

The majority of the proposal is to the rear of the site and not along the access into the site. This positions the massing away from the existing buildings that front London Road including Fir Tree Cottage.

This spaces is therefore ideally used for the parking provision. This also prevents the parking from having to be positioned in the main residential part of the site.

As this area is the location for the access / parking / cycle and refuse stores it is also important that it feels like part of a residential development and that it is well overlooked to provide a good level of passive surveillance of the areas.

Therefore we have carefully considered the edges of the dwellings that front this space. There are a variety of windows, terraces and Juliet balconies facing this space but also facing away from the existing neighbouring properties therefore positively overlooking the space without compromising the existing residents amenity.





Proposed view along the access
mews towards the main part of the
scheme.

5.8 Design : Elevations

The design of the elevations is intended to provide a small scale, domestic proposal. They are designed to appear as small scale houses. The scale of the window, openings, detailing and appearance are directly referencing traditional house types, mews developments and the New Town Crawley housing.

The main elevation will be clad in a high quality brick with various details, around windows or doors in a lighter pre-cast concrete or render. This matches the surrounding area where the windows and doors colour contrasts with the main facade colour.

The front doors will be a light timber. They are recessed slightly in plan and have some projecting canopies. At ground floor a different colour brick is used with a vertical brickwork around openings.

Planting is provided to the front elevation. In keeping with backland mews developments of this scale there are no formal front gardens but in this case there is a depth of planting and raised planting to the front of each dwelling.

As with all parts of the development the top floors are set back from the main building line and are set within a mansard. This could be finished in a zinc seam finish or a tile.

The windows are intended to have a deep reveal and deep cills.

Vertical separation between units is introduced with recesses in the brickwork and downpipes.



- ELEVATION KEY:
- 1. PALE YELLOW STOCK BRICK
 - 2. PLANTING AND WINDOW BOX
 - 3. TIMBER ALUMINIUM COMPOSITE WINDOW
 - 4. RECESSED PALE RENDER DETAILING TO WINDOW HEAD
 - 5. PALE CONCRETE COPING
 - 6. LOW LEVEL PLANTING
 - 7. SOLDIER COURSE BRICKWORK
 - 8. GALVANISED AND POWDER COATED METAL RAILINGS
 - 9. TOP FLOOR TERRACE
 - 10. DARKER RED BRICK TO LOW LEVELS
 - 11. TIMBER FRONT DOOR
 - 12. HORIZONTAL CONCRETE BANDING
 - 13. DECORATIVE BRICK BANDING
 - 14. GREY ZINC ROOF



5.8 Design : Elevations

Opposite is the typical elevation for the short terrace of dwellings that sit along the western side of the scheme. The top floor is set within the roof space to minimise the height. The roofspace pitches front to back.

As with all the elevations the main material will be a brick. On this elevation at first floor there are terraces that provide amenity space. These sit above the projecting windows at ground floor and therefore look much more appropriate than a balcony.

The terrace has areas of railings to provide a reduce the massing of the elevation. The areas of railings are placed where there can be no view into the dwelling. Where the room opens out to the terrace there is brickwork to preserve privacy.

Below is the long section through the scheme showing the front of the eastern housing block.

The design of the elevations and the materials proposed is also reflective of the Crawley New Town housing types with relatively simple elevations or repeated arrangements of aligned windows.



ELEVATION KEY:

- ① PALE YELLOW STOCK BRICK
- ② PLANTING AND WINDOW BOX
- ③ TIMBER ALUMINIUM COMPOSITE WINDOW
- ④ RECESSED PALE RENDER DETAILING TO WINDOW HEAD
- ⑤ PALE CONCRETE COPING
- ⑥ LOW LEVEL PLANTING
- ⑦ SOLDIER COURSE BRICKWORK
- ⑧ GALVANISED AND POWDER COATED METAL RAILINGS
- ⑨ TOP FLOOR TERRACE
- ⑩ DARKER RED BRICK TO LOW LEVELS
- ⑪ TIMBER FRONT DOOR
- ⑫ HORIZONTAL CONCRETE BANDING
- ⑬ DECORATIVE BRICK BANDING
- ⑭ GREY ZINC ROOF





Mews Precedent :
 The mews street consists of housing 2 and 3 storeys tall. It is around 7.8m wide. It provides a good example of a backland site that provides gentle density. It also provides housing that people clearly want to live in.



Mews Precedent :
 This mews is only 8.5m wide and less than 20m long. The housing is two storey + mansard on either side and three storeys with a pitched roof at the far end.

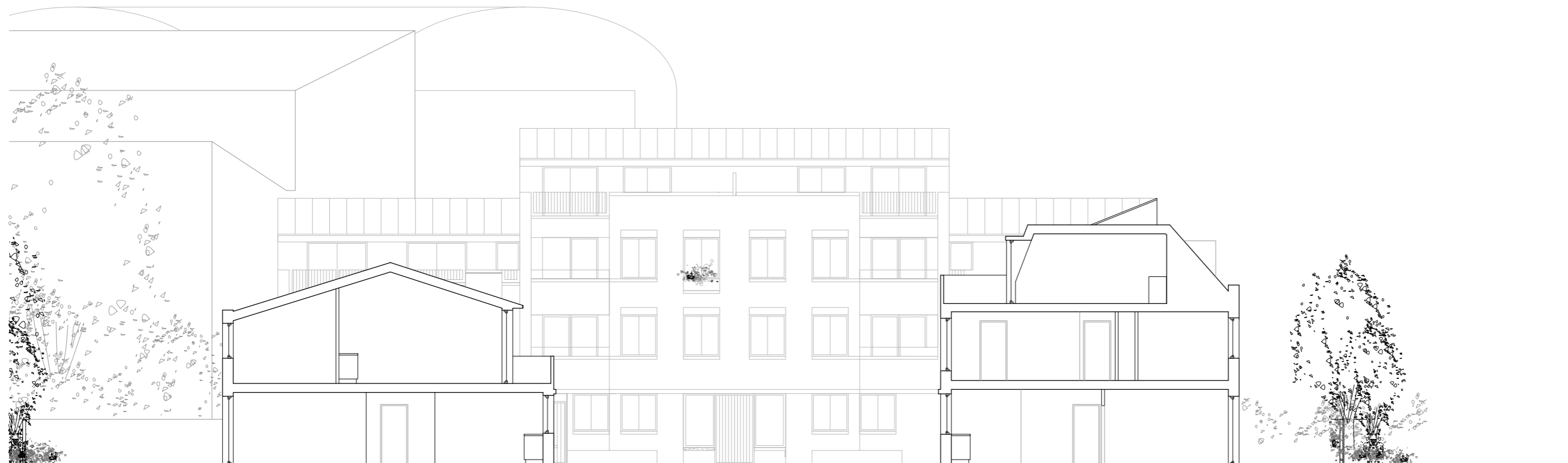
5.8 Design : Elevations

The elevations are influenced by the massing, form and materials of the surrounding area. They are also influenced by the traditional mews street arrangement.

Mews streets are located to the rear of large houses and provide small dwellings. Generally they have no front gardens but can often have some areas of planting to the front. They are very efficient house types with small but well used areas of private amenity space. This would be a roof terrace, balcony or courtyard garden.

They provide a low rise, relatively dense development that people want to live in.

The elevations have a simple, repeated window arrangement and a clear delineation between the ground and first floors. They are generally in brick but with details highlighted in areas of render or contrasting coloured brick.





View of the proposed new landscaped courtyard looking south.

5.9 Materials : Proposed

Key :

1. Red brick to lower levels.
2. Timber front doors
3. Front garden paving
4. Simple, setback window heads
5. Zinc roof
6. Pale, varied stock brick
7. Planting to low level

01.



02.



03.



04.



05.



06.



07.



6.0 Technical :

6.1 Amenity Space :

Each dwelling is provided with a generous amount of private amenity space. This is in addition to the approximately 230m² communal courtyard garden. On average each dwelling will have 23.15m² of private amenity space.

In accordance with the Crawley Compact Residential Development guide this amenity space is provided in a number of different locations. At ground floor there are generous rear gardens for the ground floor dwellings.

At first floor on the western block there are roof terraces overlooking the new courtyard garden. Various flats in the northern block have private balconies and inset roof terraces.

On the second floor the maisonettes on the eastern block have roof terraces.

The Crawley Compact Residential Development Guide States;

“Higher residential densities can be achieved in low rise developments with average heights of three- storeys which use innovative ways of providing outdoor amenity space...the new homes have a terraces at the upper levels which allow alternative, usable private outdoor space located for the top level of duple dwellings.”



6.3 Parking :

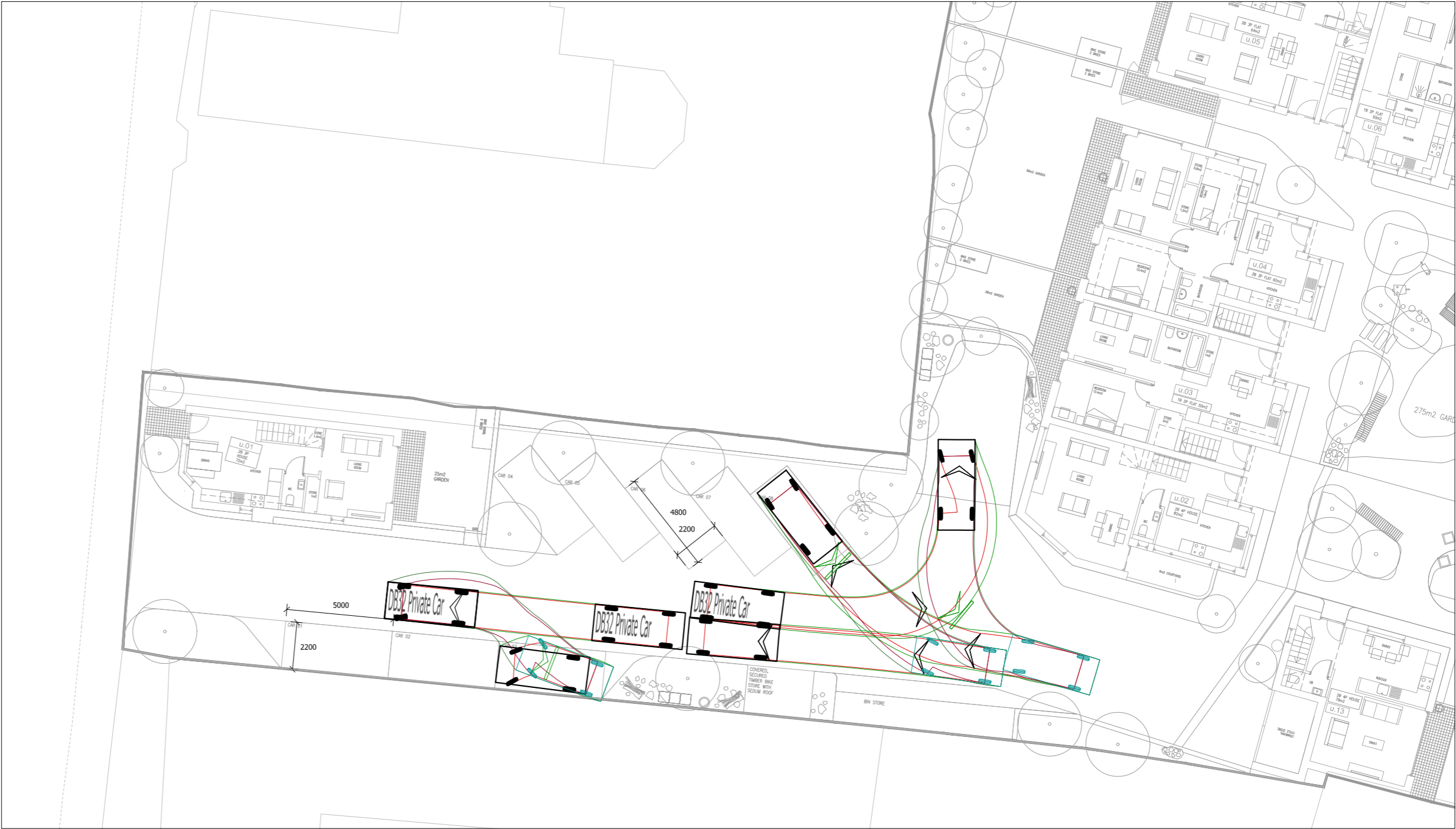
Our site is a city centre, well connected site and we are therefore providing 8 parking spaces.

Please refer to the additional GTA Transport parking report for further details on this parking provision.

The parking is located to the front of the site but away from the road so that it has little impact on to the streetscape.

We have had the parking tracked by the transport consultant to ensure the spaces are accessible and possible to enter / exit safely.

The parking area would be finished in a grasscrete or similar so that it could be green.



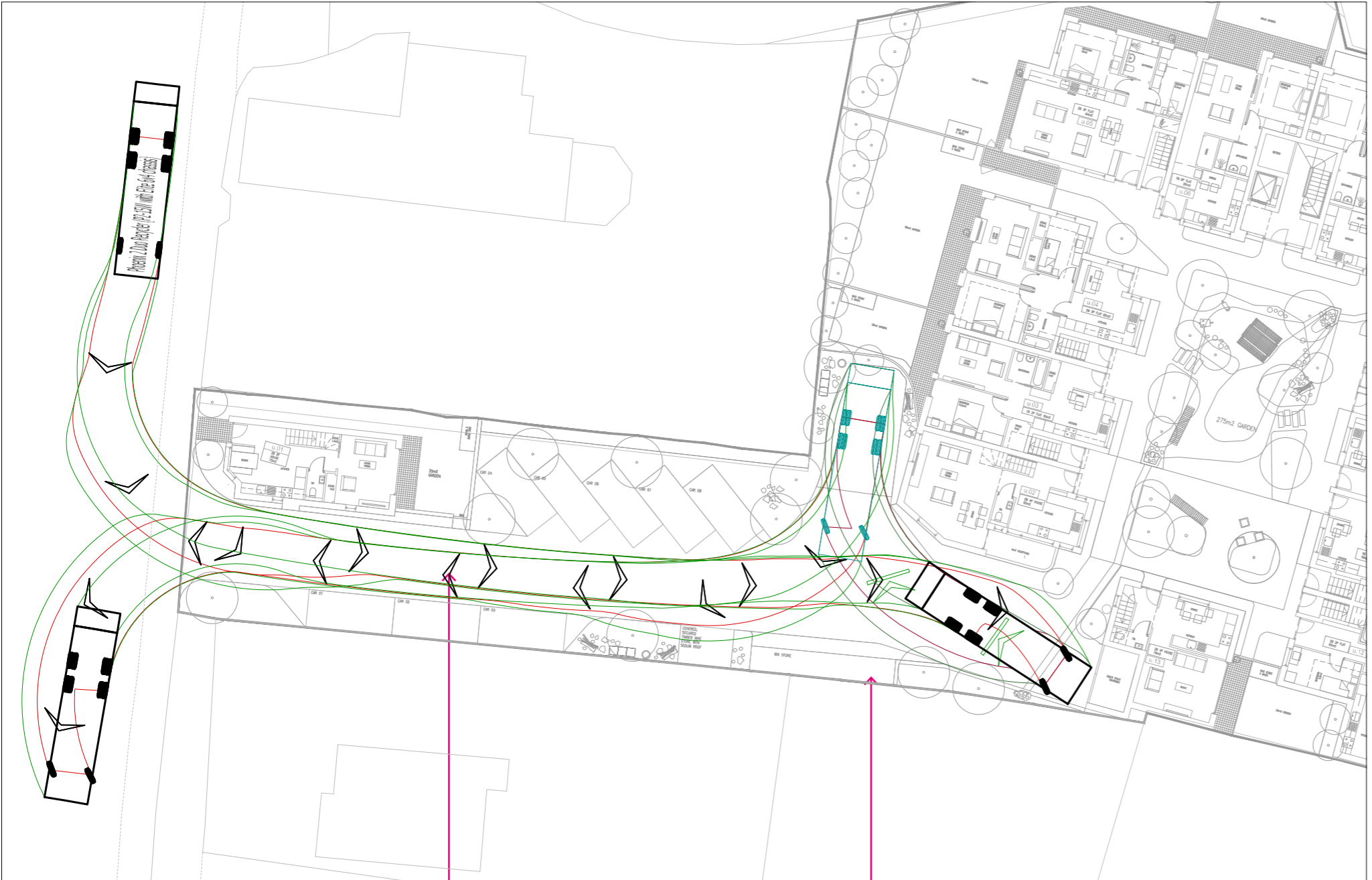
6.4 Bin Storage and Collection :

In any scheme it is always better to prevent the refuse truck accessing the site. This is particularly true of a backland site. Unfortunately there are no options that would enable us to stop the truck outside our site. The proximity to the roundabout, the main road and the lack of width at the front of the site all mean that we need to have the truck enter, turn and exit our site.

Therefore we have worked with the transport consultant to incorporate the turning head into our site. Please see the diagram below. This ensures that the bin truck can safely enter and exit the site.

This would also mean that the smaller emergency vehicles and delivery vehicles could also safely enter the site. We have incorporated the access to minimise the impact of it onto the scheme and to maintain the central communal courtyard garden.

The bin store is ideally located for both refuse collection and for residents. It is located along the southern site boundary and is therefore next to the stopping position of the refuse truck. It is also on the only route out of the site for the residents. It is also located away from the dwellings.



Tracking of the bin truck entering and exiting the site

Store location for 6 1100 litre eurobins



Timber clad bin store with green roof.

6.5 Cycle Storage :

We are providing internal, secure cycle storage for every dwelling.

We are providing the cycle storage in line with the standards set in the Crawley Urban Design SPD. These standards are also taken forward in the draft 2024-2040 plan.

Therefore we are providing ;

- 1 cycle space per 1 bed dwelling
- 1 visitors cycle space per 8x 1 bed dwellings.
- 2 cycle spaces per 2 bed dwellings.
- 1 visitors cycle space per 8x 1 bed dwellings.

We have 13x 1 bed and 13x 2 bed dwellings and 1x 3 bed home.

There are 5x 2 and 3 bed houses with their own cycle stores in the gardens and 1x 1 bed dwellings with their own cycle stores.

Therefore we would need to provide 29 cycle storage spaces and 4 visitors spaces.




The remaining bikes have been split between two stores. This is a more practical and usable solution than a single large store.

The cycle store at the ground floor of u13 has storage for 18 bikes. These are arranged at low level on Sheffield stands and also at high level above. Images of these are shown opposite. This makes the best use of the space.

The second store in the access mews has storage for 11 cycles, all at low level. All cycle stores are accessible directly from the external parts of the scheme.



Examples of cycle storage solutions for the communal cycle stores

-  Sheffield Stand for visitor parking in landscaped garden.
-  Communal cycle store
-  Individual bike locker in rear garden







Gouldstone and Co.

3 Wesleyan Place
London
NW5 1LG

david@gouldstoneandco.co.uk
www.gouldstoneandco.co.uk

07762751219