CHARACTER AREAS KEY

WOODLANDS EDGE CHARACTER AREA

- BRICK 1 - BROWN / RED MOTTLED BRICK WITH BRICK 2 CONTRASTING FEATURE BRICKS.
- BRICK 2 - RED / BROWN BRICK.
- TILE 1 - RED / BROWN VERTICAL TILE HANGING WITH DECORATIVE CLUB TILES.
- TILE 2 - DARK BROWN ROOF TILE.

TILE HUNG PROPERTIES:
- ANTRACITE GREY BOXED EAVES ROOFING SYSTEM.
- WHITE WINDOWS & GREY DOORS.

BRICK PROPERTIES:
- WHITE BOXED EAVES ROOFING SYSTEM.
- SAGE WINDOWS & DOORS.

PRINCIPAL STREET CHARACTER AREA

- BRICK 2 - RED / BROWN BRICK
- WHTE COLOURED THROUGH RENDER
- MOCK TUDOR BOARDING
- TILE 2 - DARK BROWN VERTICAL TILE HANGING WITH DECORATIVE CLUB TILES.
- TILE 1 - RED / BROWN ROOF TILE
- GRP CHIMNEY
- ANTRACITE GREY BOXED EAVES ROOFING SYSTEM.
- WHITE WINDOWS.

UNLESS STATED OTHERWISE:
- WHITE BOXED EAVES ROOFING SYSTEM.
- ANTRACITE GREY WINDOWS & DOORS.

BLUEHOUSE LANE CHARACTER AREA

- BRICK 1 - BROWN / RED MOTTLED BRICK WITH BRICK 2 CONTRASTING FEATURE BRICKS.
- BRICK 2 - RED / BROWN BRICK
- TILE 1 - RED / BROWN VERTICAL TILE HANGING WITH DECORATIVE CLUB TILES.
- TILE 2 - DARK BROWN VERTICAL TILE HANGING WITH DECORATIVE CLUB TILES.
- TILE 1 - RED / BROWN ROOF TILE
- TILE 2 - DARK BROWN ROOF TILE

TILE HUNG PROPERTIES:
- ANTRACITE GREY BOXED EAVES ROOFING SYSTEM.
- ANTRACITE GREY WINDOWS & DOORS.

BRICK PROPERTIES:
- WHITE BOXED EAVES ROOFING SYSTEM.
- WHITE WINDOWS & GREY DOORS.

NOTES

ALL RAIN WATER PIPES TO BE BLACK UPVC.

BRICK AND TILE COLOURS TO BE DISCUSSED, AND TO CONFORM WITH THE LOCAL VERNACULAR.

FOR DOOR COLOURS PLEASE REFER TO STREET SCENES AND VISUALS

EXTERNAL FINISHES

5.2 The proposed material for the site reinforces the variation in character across the development. Materials range from brick, tile hanging and render, with mock Tudor boarding to create a varied character and interest across the development that respects the vernacular of the town, and the sites immediate context.

FIGURE 5.2: EXTERNAL FINISHES PLAN

WOODLANDS EDGE

FIGURE 5.3: STREET SCENE LOCATION

WOODLANDS EDGE PROVIDES A LOW DENSITY INTERFACE WITH THE MATURE ANCIENT WOODLAND. THIS AREA SEEKS TO CREATE A MUTED INTERFACE WITH THIS DENSE NATURAL BOUNDARY.

01

RED/BROWN BRICK PROPERTIES COMBINED WITH SAGE WINDOWS AND WHITE FASCIAS, EAVES AND SOFFITS.

CHIMNEYS TO PROMINENT PLOTS

MATERIALS

BROWN/RED MOTTLED BRICK

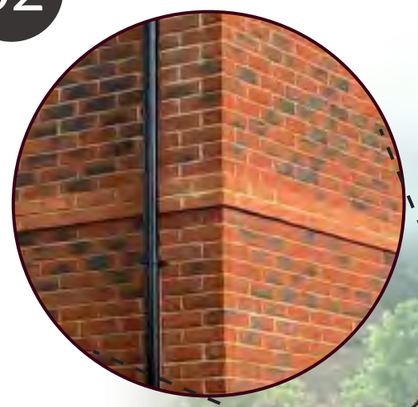
RED/BROWN MULTI FEATURE BRICK

RED TILE HANGING

DARK BROWN ROOF TILE

02

DOUBLE BRICK STRING COURSE PROJECTION



MIX OF SOLDIER COURSE & SPLAYED BRICK HEADERS WITH RED TILED CILLS

GREY FASCIAS, EAVES AND SOFFITS TO TILE HUNG UNITS TO FRAME THE GREEN EDGE

RED TILE HANGING COMBINED WITH WHITE WINDOWS

GRP FINIALS GABLE FEATURES

A VARIETY OF RURAL PORCHES AS FEATURES

BROWN/RED MOTTLED BRICK WITH RED / BROWN FEATURE BRICK TO TILE HUNG UNITS

HIPPED FEATURES TIE IN WITH LOCAL VERNACULAR

DARK BROWN ROOF TILES CONTRASTING WITH RED TILE HANGING ON FOCAL BUILDINGS

FIGURE 5.4: VISUAL LOCATION

PRINCIPAL ROUTE

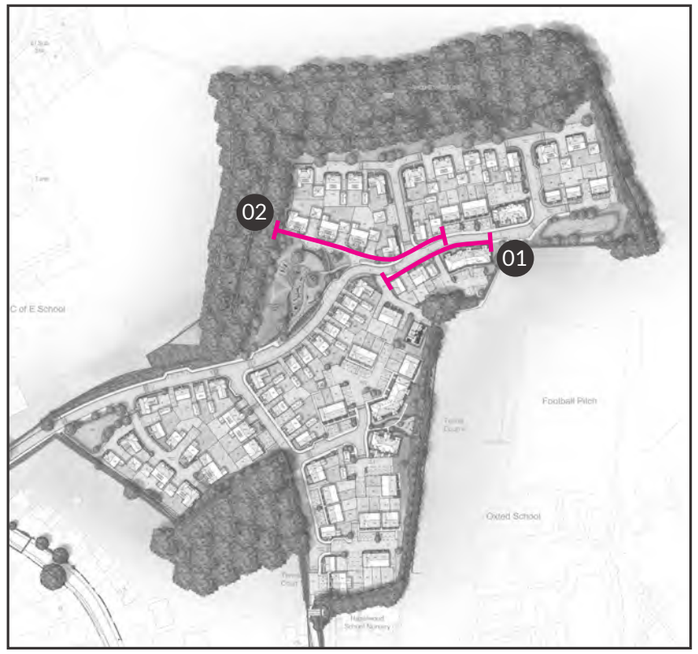


FIGURE 5.5: STREET SCENE LOCATION

THE PRINCIPAL ROUTE DRAWS ON INFLUENCES FROM THE SURROUNDING CONTEXT AND IN PARTICULAR CHICHELE ROAD.

THE DEVELOPMENT SEEKS TO PROVIDE A TRANSITION FROM THE DISTINCTIVE CHARACTER OF CHICHELE ROAD AND CENTRAL OXTED WITH THE OTHER PROPOSED CHARACTER AREAS ON SITE TO BUILDINGS AND REFERENCING SURROUNDING MATERIAL TO OTHER AREAS OF THE MASTERPLAN.

MATERIALS

RED/BROWN MULTI BRICK USED FOR THE MAIN MATERIAL ALONG THE PRINCIPAL ROUTE

DARK GREY WINDOWS USED ON THE MAJORITY OF PROPERTIES WITH THE EXCEPTION SOME WHERE WHITE WINDOWS ARE USED TO CREATE VARIETY

BALCONIES USED FOR SURVEILLANCE

DARK BROWN TILE HANGING PARTNERED WITH RED OOF TILES

BELLFLOWER
PLOT 75
FFL - 113.000

BELLFLOWER
PLOT 74
FFL - 113.000

DANDELION-A
PLOT 73
FFL - 113.600

WHITE RENDER USED AS FEATURE MATERIAL

MOCK TUDOR BEAMS USED AS A FEATURE TO FOCAL BUILDINGS TO TIE IN WITH THE LOCAL VERNACULAR

GRP FINIALS GABLE FEATURES

WILLOW
PLOT 114
FFL - 114.800

FIGURE 5.6: VISUAL LOCATION

BLUEHOUSE LANE

FIGURE 5.7: STREET SCENE LOCATION

BLUEHOUSE LANE IS A MORE SIMPLE INTERPRETATION OF THE PRINCIPAL ROUTE, WITH BUILDINGS LESS DETAILED, WITH VARYING ARCHITECTURAL DETAILS TO PROVIDE VARIETY AND INTEREST, AS WELL AS WORKING WITH THE NOTABLE TOPOGRAPHY.

MATERIALS


BROWN/RED MOTTLED BRICK


RED/BROWN MULTI BRICK


RED TILE HANGING/ ROOF TILE

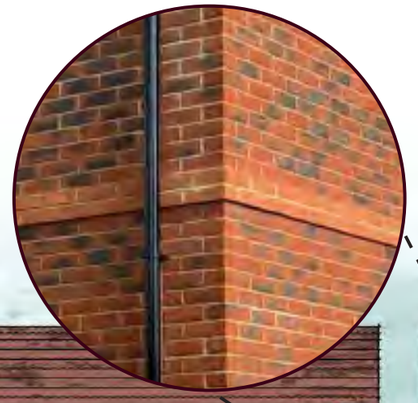

DARK BROWN TILE HANGING/ ROOF TILE

01

WHITE FASCIAS, EAVES, SOFFITS & WINDOWS TO BRICK PROPERTIES

02

DOUBLE BRICK STRING COURSE PROJECTION



RED/BROWN FEATURE BRICK

GRP FINIALS GABLE FEATURES

YEW
PLOT 4
FFL - 115.700

BAYBERRY
PLOT 30
FFL - 116.500

BAYBERRY
PLOT 29
FFL - 116.500

BAYBERRY
PLOT 28
FFL - 116.500

DANDELION
PLOT 27
FFL - 116.600

SOLDIER COURSE BRICK HEADERS WITH RED TILED CILLS

BROWN/RED MOTTLED BRICK PAIRED WITH RED TILE HANGING, TO TIE IN WITH THE WESTERN EDGE

FFL - 115.550

GREY FASCIAS, EAVES AND SOFFITS COMBINED WITH GREY WINDOWS TO THE TILE HUNG UNITS

RED/BROWN BRICK PAIRED WITH DARK BROWN TILE HANGING

A VARIETY OF RURAL PORCHES AS FEATURES

BURDOCK
~~PLOT 19~~
FFL - 116.800

FENNEL
PLOT 18
FFL - 116.800

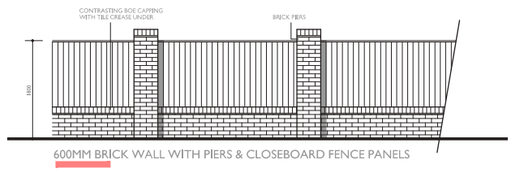
FENNEL
PLOT 17
FFL - 116.800

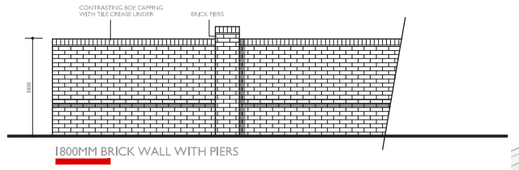
EXTERNAL ENCLOSURES

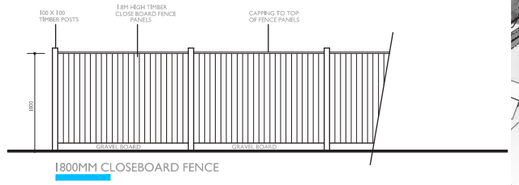
6.6 The proposed external enclosures seek to define the public, private and semi-private areas across the development, as well as support the development character.

6.7 A combination of brick walls and fencing are proposed. Fences will be used to separate the plots with walls used where the private boundaries interface with the public realm. The planting strategy will assist in reinforcing boundaries and provide privacy to properties.

6.8 All external walls will visually match the architectural elevations in terms of brick colour on the corresponding property.







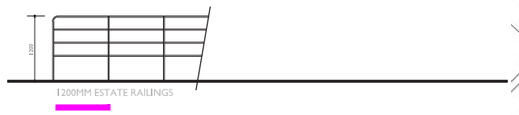


FIGURE 6.2: EXTERNAL ENCLOSURES

DRAINAGE STRATEGY

6.9 The site is located within Flood Zone 1 according to the Environment Agency's (EA's) Flood Map for Planning and is at low risk from 'local' forms of flooding. As such, the development is appropriate in this location.

6.10 In terms of the drainage of the site, each tier of the drainage hierarchy has been considered and the drainage strategy has used the highest available tiers of the drainage hierarchy for the management and discharge of surface water. This has been done with reference to the geotechnical and geo-environmental conditions that exist on site, as well the topography and the availability of options for surface water discharge, to ensure that they are achievable and sustainable.

6.11 Infiltration testing for the site showed that the ground has moderate to good infiltration potential. In acknowledgment of this drainage strategy for the development proposes to use two SuDS basins that will be 'System B' (partial infiltration) and a 'System A' (total infiltration) geocellular soakaway tank. The SuDS basins will offer attenuation on site that provides all four SuDS pillars (water quality and quantity plus amenity and biodiversity benefits) and the geocellular soakaway will discharge surface water entirely on site, reducing the development's overall off-site surface water discharge at a rate that is less than the existing 'greenfield' situation. This will reduce surface water flood risk in the area, which we know is of concern to the local community.

6.12 The two attenuating SuDS basins and the geocellular soakaway will each serve one of the three hydraulic catchments on the site. By subdividing the site and its drainage strategy into catchments, it ensures that surface water from each part of the site has adequate attenuation for the 1 in 100-year + 45% rainfall event, while discharging at less than or equal to the greenfield runoff rate for that catchment. This ensures that the existing hydraulic regime is preserved, and that downstream drainage infrastructure will not be overwhelmed.

6.13 Geocellular attenuation tanks are also used in two locations 'online' to the drainage system to provide attenuation upstream of the SuDS basins. This ensures that the drainage strategy doesn't rely on an 'end of pipe' solution and that attenuation volume is provided at multiple stages across the development's drainage system.

6.14 The System A (total infiltration) geocellular soakaway is located where three full infiltration tests were achieved in accordance with BRE365 protocol. Because the site showed successful infiltration at another trial pit location, but ground conditions didn't allow the movement of the water bowser from the filling point back to the trial pit, the two SuDS basins serving the east and west catchments will be System B (partial infiltration) and an infiltration coefficient will only be applied to the base of the structure as a conservative approach. Both of these SuDS basins are adjacent to existing ordinary watercourses and surface water can outfall to them by gravity at a restricted runoff rate.

FIGURE 6.3: DRAINAGE STRATEGY

6.15 The discharge rate for the eastern SuDS basin will be 6.5 l/s, which is marginally higher than the QBAR greenfield runoff rate for this catchment. The discharge rate for the western SuDS basin will be 1.7 l/s, which is less the QBAR greenfield runoff rate for this catchment. The central catchment will discharge entirely by infiltration, so much less than the 4.54 l/s QBAR greenfield runoff rate for this catchment.

6.16 Because the central catchment is discharging entirely via infiltration, this gives the development a total offsite discharge rate of 8.2 l/s, which is only 66% of the QBAR greenfield runoff rate for the whole development's impermeable areas. Therefore, this provides the site with a better-than-greenfield discharge rate and a betterment over the current undeveloped situation.

6.17 The proposed layout of the drainage strategy can be seen in on the opposite page of this DAD, which displays the locations of the drainage layout and features, the SuDS basins and the proposed outfalls.

7. ACCESS & MOVEMENT

SITE ACCESS

7.1 The vehicular site access into the development is to come from Chichele Road to the west of the site. Allowing the principal route to meander through the proposed development, with lower order roads connecting from it.

7.2 Pedestrian access points are proposed around the site to maximise sustainable connections and permeability.

PERMEABILITY

7.3 The site is highly permeable, offering pedestrian routes throughout and into the proposed open spaces.

7.4 The development ties in with the proposed wider network of pedestrian and cycle movements, and the block structure is designed to maximise the connections through the proposed development.

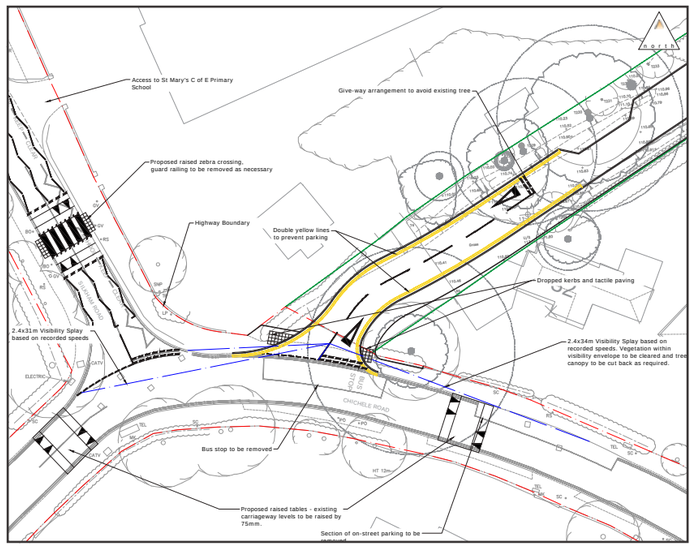


FIGURE 7.1: PROPOSED ACCESS ARRANGEMENT PLAN

FIGURE 7.2: PERMEABILITY PLAN

REFUSE & CYCLE STORAGE

7.8 For the houses, an area of hard-standing will be provided to ensure refuse and recycling can be stored within the garden with provision of a side gate to access the street.

7.9 The development will be designed so that a large refuse vehicle can manoeuvre through the street network. Bins will be allocated within a 25m carry distance of refuse vehicles and within 30m of a resident's boundary. Bin collection points (BCP) will be strategically located where these standards are not achievable.

KEY

- g REAR ACCESS POINT
- d GARAGE DOOR ACCESS
- CYCLE STORAGE WITHIN GARAGE OR STORE
- POSSIBLE LOCATION FOR 1.8M X 1.2M SHED FOR CYCLE STORAGE WITH 'APPROVED' GROUND ANCHOR FOR SECURING CYCLES
- AREA OF HARDSTANDING FOR REFUSE AND RECYCLE BINS
- BIN COLLECTION POINT

FIGURE 7.5: BIN & CYCLE STORAGE PLAN

8. SUSTAINABILITY

SUSTAINABILITY SUMMARY

8.1 This section addresses the sustainable design thinking behind the proposed development.

8.2 The broad issues of locational sustainability and accessibility by alternative modes of transport, as well as full ecological impact issues are considered as part of this application. The location of the site is sustainable, given the town's range of services and facilities within acknowledged walking distances of the site.

8.3 The Government states that "Good design is a key aspect of sustainable development" (NPPF, 2023) and through the preparation of this full planning application, sustainability principles have continued to be a focus of consideration.

8.4 Cala Homes is committed to developing and using sustainable building methods. By minimising the use of non-renewable resources, we can apply effective protection of the environment by being prudent with the use of natural resources. These actions will have a positive impact on the social, economic and environmental conditions of the existing and future residents.

8.5 A consideration of all our projects is the sourcing of local materials and resources. We also look for sustainable solutions and promote the use of SuDS, ecological features and sustainably sourced materials.

8.6 The following principles have been adopted in the detailed design of the layout, landscaping and houses in order to contribute towards a sustainable form of development.

LAYOUT

- Good solar orientation of properties in order to optimise solar gain.
- Careful site planning to allow topsoil and sub-soil arisings to be retained on site for re-use in the raising of ground levels to accommodate the proposed finished levels and noise acoustic bund.
- Maximum retention of existing trees and hedgerow, as well as extensive vegetation and planting throughout the site.
- Multi-purpose open space that incorporates the proposed attenuation to provide a functional role within the drainage strategy, as well as enhancing biodiversity, recreation provision and visual landscape character of the development.
- Provision of resident cycle storage, an accessible network of pedestrian footpaths and cycleways, together with visitor cycle parking within public open spaces, to encourage the use of alternative modes of transport.
- Provision of electric car charging points to all on-plot residential parking spaces.

BUILDING DESIGN

- Fabric-First approach using low-carbon construction technologies in order to exceed current sustainability requirements through Building Regulations Part L.
- Timber frame construction.
- Dwellings compliant with NDSS requirements.
- Use of low-impact materials, which are non-toxic, sustainably produced or recycled which require little energy to process, where possible.
- Well positioned glazing providing good internal light levels and connection to private external space.
- Thick insulation within the walls, flooring and roofing, as well as high specification glazing, and effective airtightness and ventilation strategies, to minimise heat loss and use of energy for heating.
- Longer-lasting and better-functioning products which will need to be replaced less frequently, including low energy internal lighting and energy labelled white goods throughout (minimum standard of A+ fridge/freezers, A rated washing machines and dishwashers and A rated tumble dryers), where applicable.
- Low water use sanitary appliances to reduce the amount of water consumed by the development.

LANDSCAPE STRATEGY

- Use of street furniture and play equipment made from sustainable materials from managed sources, where possible.

- Permeable surfacing to be used for areas of hardstanding, such as roads, footpaths and driveways.

- Consideration of the carbon footprint of materials will be taken into consideration, wherever possible, when specifying hard materials.

- Use of plant species that are native and of local provenance; all whip planting will be of local provenance, wherever possible.

- The use of plastic will be avoided, wherever possible, and only biodegradable tree guards will be used.

- Ecological enhancements to include log piles or hibernacula located on the margins of grassland and scrub; bird and bat boxes positioned on existing mature trees to the site boundaries; and a bug hotel will also be created within the public open space. Cala Homes also adhere to the Hedgehog Highways initiative with passing places provided in back garden fences.

BUILDING FOR A HEALTHY LIFE

8.7 An initial assessment of the scheme in comparison to the recently introduced Building for a Healthy Life, show the development can achieve all of the established objectives.

8.8 The BHL comprises of twelve questions, with four under each of the following categories:

- **Integrated Neighbourhoods**
- **Distinctive Place**
- **Streets for All**

8.9 Based on a simple traffic light system a proposal should aim to:

- **Secure as many GREEN lights as possible,**
- **Minimise the number of AMBER lights, and**
- **Avoid RED lights.**

BUILDING FOR A HEALTHY LIFE (2020)		ACHIEVED?
INTEGRATED NEIGHBOURHOODS		
1. NATURAL CONNECTIONS		
2. WALKING, CYCLING AND PUBLIC TRANSPORT		
3. FACILITIES AND SERVICES		
4. HOMES FOR EVERYONE		
DISTINCTIVE PLACES		
5. MAKING THE MOST OF WHAT'S THERE		
6. A MEMORABLE CHARACTER		
7. WELL DEFINED STREETS AND SPACES		
8. EASY TO FIND YOUR WAY AROUND		
STREETS FOR ALL		
9. HEALTHY STREETS		
10. CYCLE AND CAR PARKING		
11. GREEN AND BLUE INFRASTRUCTURE		
12. BACK PAVEMENT; FRONT OF HOME		

9. LIFESPAN

PUBLIC, PRIVATE & SEMI-PRIVATE DESIGNATIONS

9.1 Clear designation between public and private spaces have been created and are demarcated in various ways.

PUBLIC

9.2 Public areas are generally open space and play areas with designated areas of movement defined by footpaths. All of these areas are overlooked by surrounding development and will be managed by a management company or other management process to be agreed with the Local Authority.

SEMI-PRIVATE

9.3 Semi-private spaces are the areas which are shared, but which are principally for the new residents of the development, such as parking areas. These areas are accessible to residents and are demarcated with a change of material and often a strong sense of enclosure, defined by landscaping and the building forms that also provide natural surveillance to the space.

PRIVATE

9.4 Private spaces are defined by the use of landscaping and built form. Private residences will have privacy strips or front gardens which are defined by walls, fencing, hedging and/ or planting. Back-to-back development adds to the sense of security and ensures that the backs of dwellings are not exposed, meaning access into the private areas is restricted to either through the house or via a side gate/ car port.

OVERLOOKING

9.5 As with all new proposed development set back and separation distances are generally adhered to with 20m back-to-back distances and 11m side on distances.

COMMUNITY SAFETY

9.6 The design and layout for the development parcels will need to create safe and overlooked streets and spaces. The following section sets out some of the key elements considered to deliver a safe community and reducing opportunities for crime.

ACCESS AND MOVEMENT

9.7 Site access points are to be overlooked and fronted by development. Pedestrian and vehicular movement is generally separated across the site to ensure safety. This can be achieved through the use of designated footpaths in open spaces and raised pavements along the streets. Where shared surfaces are proposed, low speed movement is promoted and is designed into the street.

STRUCTURE

9.8 The design and layout of development provides permeable and legible forms, in accordance with the principles established within this chapter, offering users multiple ways through the site that are safe and overlooked.

SURVEILLANCE

9.9 All open spaces, parking areas and streets are overlooked by development with activity promoted onto the streets and spaces. Where walls face onto the street, adjacent development or surrounding development will provide natural surveillance to these areas.

OWNERSHIP

9.10 Clear demarcation of boundaries across the site will need to be established and will be defined by a combination of built form and landscape treatment.

PHYSICAL PROTECTION

9.11 Defensible measures to private property derive from the overall proposed block structure and placement of building form. Further protection is to be provided through physical measures that include walls, fenced areas, landscape treatment, gates and doors.

ACTIVITY

9.12 Activity on the site is to occur within the open space and public areas that are overlooked by surrounding development. All principal access points into housing is from front doors that address the streets and open spaces.

MAINTENANCE AND MANAGEMENT

9.13 The site's open space and landscape areas will be delivered through a management company.

FIGURE 9.1: PROPOSED PERMEABLE STRUCTURE

10. CONCLUSION

10.1 The design has evolved through the application process in a collaborative approach with a variety of stakeholders, local residents and bodies. The site has a variety of constraints and opportunities that help deliver a unique and distinctive response as well as it's context.

10.2 The design delivers a thoughtful response to a highly sustainable location with development working with the terrain and largely enclosed landscape setting. The form and layout of the development provides strong connectivity, with new safe routes to school and open space, as well as play provision.

10.3 The proposed architecture of the buildings draws on distinctive local characteristics through a combination of design features and materials, which have also been selected and placed to mitigate the impact on the wider setting, such as the North Downs and Surrey Hills AONB.

10.4 The design proposals provide a bespoke response to deliver a high-quality sense of place and connectivity, as well as delivering much-needed housing, and therefore, we believe this should be approved.


5.5m
CC
ROW
BUR
BAY
WAY
FEN
DAN
WIL
SUB STATION
Refuse/Fire Turning
bcp
ERI
bins
cycles
LAP
BLOCK B
6 x 2BF
3 x 1BF
42-50 *
BLOCK A
36-41 *
Fire Turning
5m
3.7m

CALA