

4.0 Design Analysis

4.6 Landscaping

The arboricultural and ecological reports feed into the Landscape and Visual Impact Appraisal and the separate Landscape Design and Access statement which accompany the outline planning application.

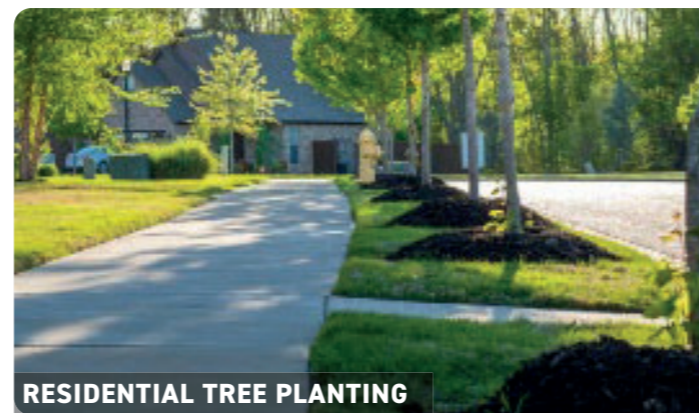
The tree cover and existing site condition promote that the emerging proposals are landscape led. Hence the comprehensive LVIA informs the design process, and concludes that:-

The proposed distribution of housing and greenspace on the site, its response to the historic domestic and military landscape and its substantial integration with the pattern and grain of surrounding built development would result in an overall low magnitude of change to this medium/high sensitivity landscape with a resultant effect of slight adverse significance on the local landscape at Year 1 and Year 15.

Overall, the Development would comply with all relevant aspects of local planning policy in respect of the landscape and visual issues.



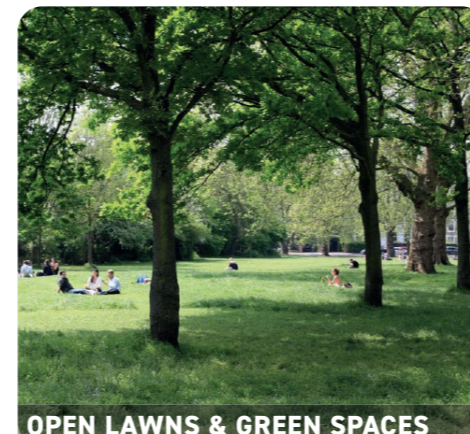
PERMEABLE PAVING



RESIDENTIAL TREE PLANTING



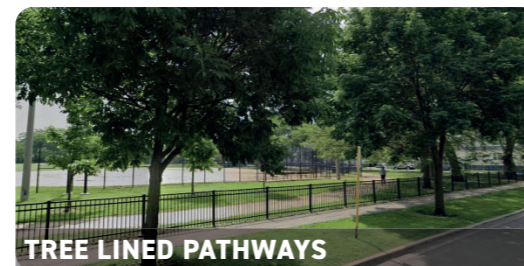
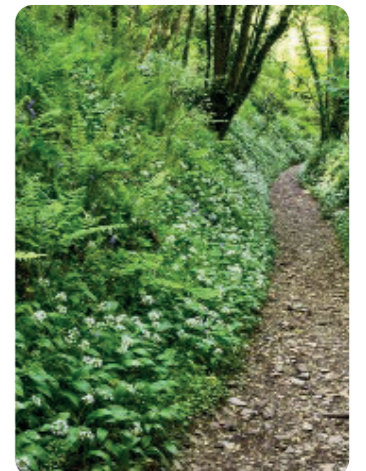
NATURALISTIC PLAY TRAILS



OPEN LAWNS & GREEN SPACES



WOODLAND WALKS



TREE LINED PATHWAYS



WILDFLOWER MEADOWS

“The landscape led vision is to create a safe, well vegetated landscape which encourages social exchange and a sense of community.”

4.0 Design Analysis

4.7 Transport

Motion have compiled a comprehensive Transport Assessment (and Travel Plan) which advises that the site is highly accessible by all modes of transport and will not result in a material increase in queuing on any junction assessed.

The proposals are considered based on the following design criteria:-

Access Arrangements

- Access to the site will be achieved via Victor Beamish Avenue. Victor Beamish Avenue will enable access to the proposed northern section of the site, with further cul-de-sacs towards the southern section of the site. There will also be a limited number of properties with direct access onto Victor Beamish Avenue.
- Due to the 30mph speed limit along Salmons Lane West, SCC have requested that visibility splays of 2.4m x 43m are shown from the junction between Victor Beamish Avenue and Salmons Lane West. These visibility splays are shown in the drawing attached at Appendix B.
- Pedestrian access will also be achieved via Victor Beamish Avenue. The existing footway along the western side of the road will be retained, with sections of footway being provided on the western edge of the carriageway where it serves access to properties. Informal pedestrian crossing points, provided with tactile paving will enable pedestrians to safely cross between the footways.
- Two pedestrian accesses into the site will be constructed from the north, enabling pedestrian and cycle access to the outskirts of Kenley Aerodrome, a popular dog walking location for local residents. These accesses will be located where historic accesses to the site are located.

Internal Layout

The internal layout adheres to the following design principles, as set out in Surrey's Design Guide:

- 5.5m internal road width, reducing in width where provision is made for a cul-de-sac. The Surrey Design Guide requires 5.5m wide carriageways for schemes of 51-300 units;
- 2 metre internal footways;
- Car parking spaces will be a minimum of 2.4m by 4.8m; and,
- Maximum 25 metres from refuse collection vehicle to bin store.

Parking Provision

Car parking will be provided on site in line with the standards provided in the 'Tandridge Parking Standards' Supplementary Planning Document (SPD) as set out in Section 2 of this report. The aforementioned site layout plan seeks to provide appropriate car parking in line with the following:

- All 2 and 3 bed houses will benefit from two parking spaces per unit;
- Many 3-bed units will benefit from a garage, which could be used to either store a car or for general
- All 4-bed dwellings will benefit from three spaces per unit, in addition to a garage; and
- Visitor car parking is provided on site in excess of 1 space per dwelling to assist in avoiding any overspill parking on surrounding roads.

Cycle Parking

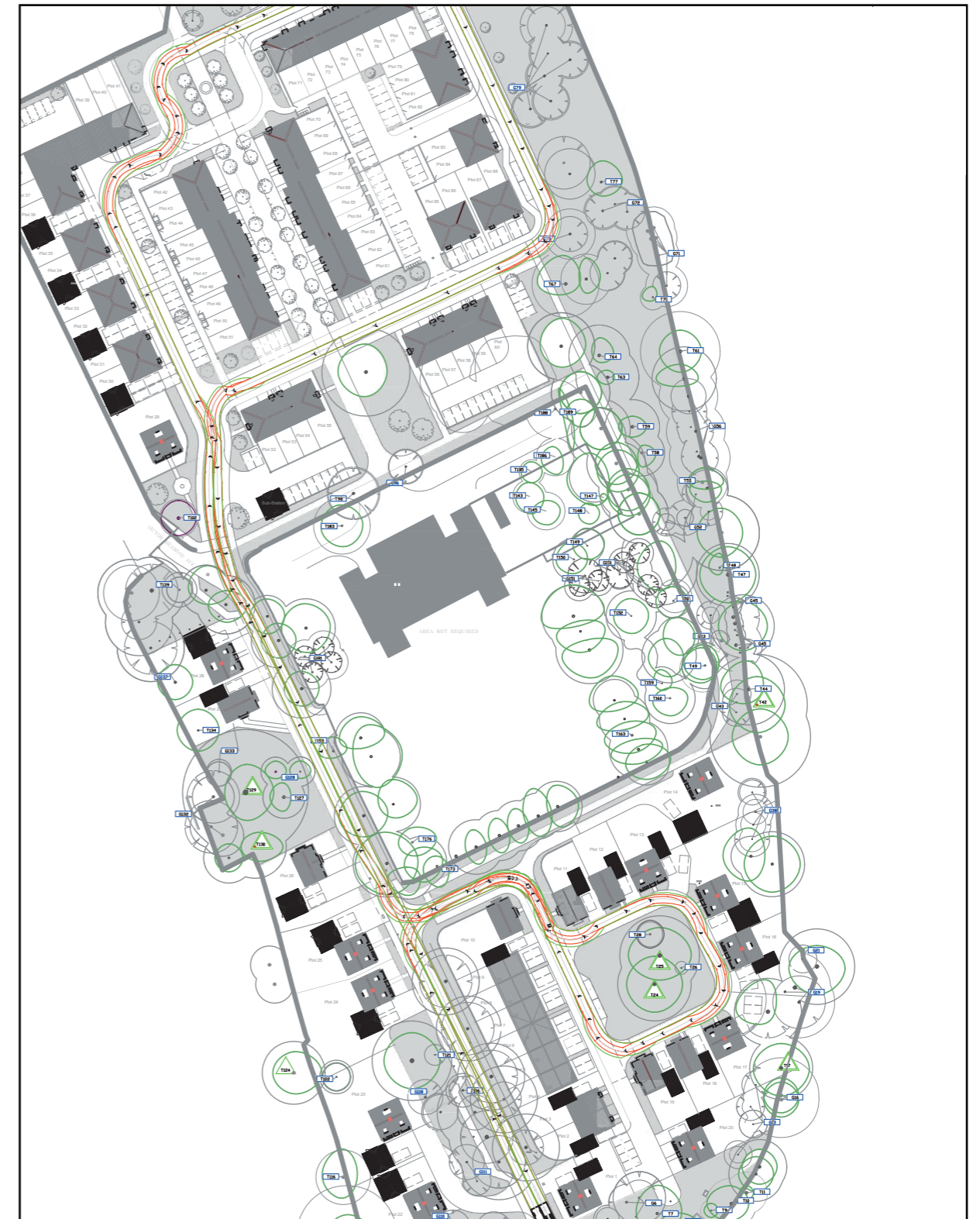
- Cycle parking will be provided in accordance with the standards set out in SCC's 'Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development' guidance document. This guidance requires the following:

House Size	Minimum Number of Spaces
Flats or 1/2 Bedroom Houses	1 Space
3+ Bedroom Houses	2 Spaces

SCC Cycle Parking Standards

Servicing and Refuse Collection

Servicing and refuse collection will occur within the site, with the layout designed to allow for a large refuse vehicle to manoeuvre without impacting on passing vehicle movements. Guidance has been sought from MFS in this respect, where it is recommended that a carriageway width of 5.5 metres is provided for roads that require an HGV to pass a car.



Sweep Path Analysis

4.0 Design Analysis

4.8 Flood Risk & Drainage

The existing site condition is analysed at sections 1-7 of the report by Elliotwood, which concludes at Section 8 that only limited physical mitigation measures are required:-

Historically the site was used by the Royal Air Force (RAF) with various buildings and hard standing. Most of the buildings have since been demolished, although much the northern part of the site is still underlain by concrete surfacing.

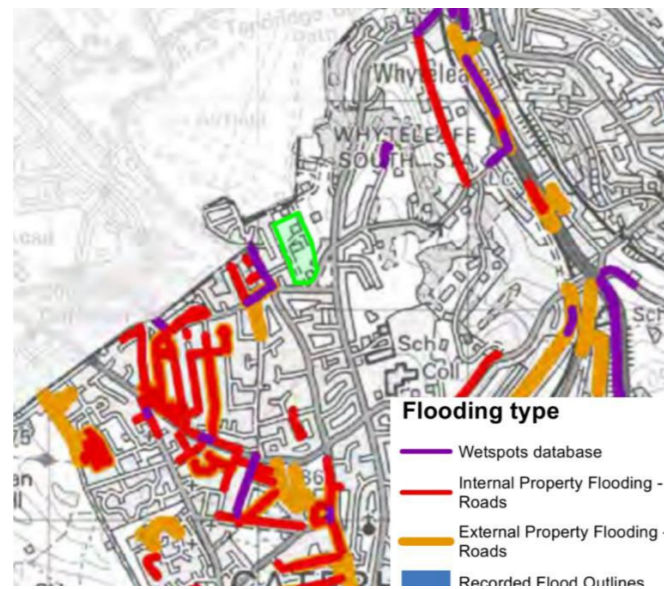
Historical imagery from 2003 shows the extents of hard surfacing prior to overgrowth which is seen in more recent imagery. The southern part of the site is currently used a grass field.

Their report concludes:-

The site is located solely in Flood Zone 1, and it is deemed to be at low risk from tidal and fluvial flooding, sewers, and artificial water bodies.

The east of the Site is noted from the SFRA as being at risk of ground water flooding for subsurface structures and there are areas of low to medium risk at surface water flooding.

Limited mitigation measures are required however ground floor levels for buildings shall be elevated a minimum of 150mm above ground levels and surface water will be managed through the inclusion of SuDS as outlined in a separate report referenced 2230131-8/1/P-II-XX-RP-C-0002 SuDS Report.



Historical Flooding



Historical imagery from 2003