

Land West of Station Road,
Lingfield

Design and
Access Statement
March 2022



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Project Team

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Disclaimer

This Design & Access Statement has been prepared by Omega Architects Ltd on behalf of Woolbro Group & Morris Investments in support of an outline planning application regarding potential future residential development at Land West of Station Road, Lingfield. Usage of information contained within this report outside of the stated intended purpose by unauthorised parties without prior written consent from Omega Architects Ltd is done so entirely at risk to said parties.

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Proposal Summary

This Design & Access Statement has been prepared by Omega Architects Ltd on behalf of Woolbro Group & Morris Investments in support of an Outline Planning Application for the development at Land West of Station Road, Lingfield.

The development of this land would create a high quality, sustainable residential development comprising of:

- Up to 99 high quality new homes.
- 40% fully integrated affordable housing (40 dwellings).
- Extensive new public open spaces, wildlife habitat areas and landscape enhancements designed to respect and contribute to the character of the Lingfield Conservation Area and adjacent Green Belt land.
- Vehicular access will be provided from the B2028 Town Hill Road as well as new pedestrian footways along Town Hill and Station Road to connect the site to the wider area.
- Retention and enhancement of the existing Public Right of Way footpath and creation of new pedestrian routes throughout the site, linking the proposed new homes with the town.
- Integrated use of fully sustainable drainage systems, including ditches and ponds, to manage surface water drainage and water quality.
- Investment in local services and facilities including off-site infrastructure improvements.

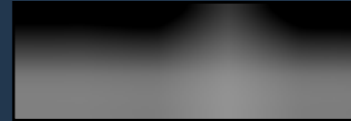
Project Team



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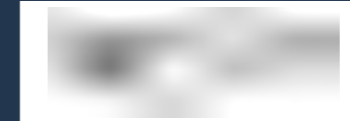
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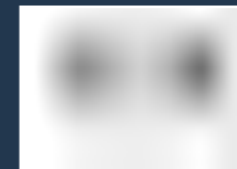
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1. Introduction

Public Footpath

Lingfield Rail Station

Site Boundary

Station Road

Town Hill (B2028)



1. Introduction

1.1 About this Document

This document has been produced in support of an Outline Planning Application for the development of Land West of Station Road, Lingfield, with the intention of explaining the design principles and concepts that have informed the current proposals.

The objective of the Statement is to demonstrate that:-

- The application represents a well-considered proposal, incorporating high quality landscape and context led design principles which has developed from our original vision for the site.
- The proposals make good use of the site whilst making full consideration of the site's proximity to the adjacent listed buildings, the character of the area and amenities of occupiers of neighbouring properties.
- The proposals make significant provision for inclusive design and access.

Obtaining a Planning Permission will provide for the delivery of a high quality, comprehensively planned development which will bear the hallmarks of quality, sustainability and placemaking and which will stand the test of time to be recognised as an exemplar for future developments.

The Structure of this Document

The document structure and form follows best practice as set out in the Design Council for England Guidance. This document has been designed to be read in conjunction with the Planning Statement and other detailed technical reports and plans submitted in support of the application and is structured as follows:

1. **Introduction & Background** - An introduction to the proposals contained within this application.
2. **Site Context** - An analysis of the site surroundings focusing on site sustainability through local amenities and connectivity and design influences such as existing history, landscape local character, and planning context.
3. **Site Assessment** - A review of the site and its inherent features such as topography, ecology, drainage and flood risks. All of which are summarised in the constraints page in this section.
4. **Design Evolution** - How analysis of the site and related context have been utilised in creating a cohesive vision and informing the iterative nature of the design process.
5. **The Proposals** - An overview of the proposals submitted as part of the Outline Application for the site.
6. **Technical Appraisal** - An appraisal of the proposals against a number of technical considerations such as Access, Secure by Design and also an explanation of Sustainable measures that are proposed within the scheme.



St Peter and St Pauls Church

1. Introduction

1.2 Vision for the site

The Vision for the new scheme is to create a sustainable new development by:

- Seeking to integrate within the surrounding landscape setting and heritage assets in a sensitive manner;
- Providing opportunities for social activities that promote health and well being such as walking, cycling and play;
- Providing high quality new homes for the community.

Community Benefits



Up to 99 individually designed homes comprising 40% affordable homes to help meet local housing needs



Proposals that are designed to fully respect and enhance the context of the Lingfield Conservation Area and adjacent Green Belt land



A commitment to creating a highly sustainable residential development that fully considers the local context as well as the wider environment



Maximal retention of existing trees and hedgerows in addition to planting of new trees and landscaping



Fully accessible, high-quality public open spaces set within carefully considered landscaping



Protection of existing wildlife habitats and creation of new ones through enhancement of existing green infrastructure



Full preservation and enhancement of the important existing Public Right of Way footpath and creation of new pedestrian and cycle routes



Infrastructure improvements to Lingfield Rail Station through financial contributions



Financial contributions to other off-site local services and facilities



2. Site Context

2. Site Context

2.1 Site & History

The Site

The application site covers a total area of approximately 6.2 Hectares (15.3 Acres) and is predominantly comprised of an agricultural field, that is currently lying fallow.

A public right of way footpath running from west to east linking Church Road with Station Road runs partially through the site boundary and is located to the north of the site.

The site itself is located adjacent to the south east boundary of Lingfield and is bounded by developed land on most sides with the south-eastern part of the site bounded by Town Hill (B2028) to the south and Station Road to the east.

The far western edge of the site is bordered by the grounds of The Star public house with the historic core of Lingfield featuring several listed buildings located just beyond.

The site is partly within a Conservation Area and the Grade II listed buildings of *The Old Cottage* and *New Place* sit 78m and 90m respectively from the site boundary to their closest point to the east of the site. The Grade I listed Church of St Peter and St Paul is located 92m from the site boundary.



History

The town grew from two medieval settlements at Old Town, a cluster of buildings around the Church of St Peter and St Paul's and Plaistow Street, what is now regarded to be the main high street, to the west.

In the First Edition OS Map of 1869 – 1870 the village of Lingfield centred on St. Peter and St Paul's Church, with built form concentrated around the church extending south to Sunnyside on Plaistow Street and westward along what is now Town Hill road. Numerous orchards are visible on the map within and around the settlement with agricultural fields beyond. Further large orchards and built form are present at Billeshurst (what is now New Place). Tan Yard and Malthouse Farm are also recorded at this time to the south east of the village in the area now occupied by Lingfield Racecourse. The Site is shown as split horizontally into two field parcels delineated by a hedgerow running in an east to west direction.

By 1898 the village had expanded both north along Bakers Lane and south along Town Hill road. Development at Summerslea and Fair Oaks, adjacent to the southern boundary of the site is depicted extending the built form along Town Hill half way to its junction with Station Road. Lingfield Railway Station, which opened in 1884, is depicted with sporadic linear development along Station Road. Lingfield Racecourse is also recorded to the south east with a Tannery adjacent to the north.

In the OS Maps of 1912-13 the village has continued to grow steadily with development now extending along Town Hill in the south and Bakers Lane in the north which have seen both an intensification and extension of built form. Properties on the junction of Town Hill road and Station Road are recorded as is a large area of woodland to the south of the village. Areas of orchard at the fringes of the village remain characteristic and the field pattern within the Site as seen today is recognisable.

By 1965-74 the village has expanded markedly, a number of infilling residential suburbs at the village's fringes. Infilling is depicted north of Bakers Lane at Little Lullenden and Selby's with built form also extending north linearly along Crowwhurst Road. Built form also extends westwards along Newchapel Road and Godstone Road with residential infilling along Mount Pleasant Road. Lingfield has also expanded south with the cul-de-sac of Drivers Mead running westward from Jacksbridge Road. Built form is recorded along the full length of Bakers Lane backing on to the site and also the majority of Station Road. Lingfield College opposite Lingfield Racecourse is recorded as Batnors Hall School increasing the presence of built form along Racecourse Road. Interestingly, whilst the majority of the original orchards have now been lost, the large block of woodland to the south of the village remains forming a substantial block between the Racecourse and the village.

The present day growth of Lingfield has seen further suburban expansion predominantly as infill developments in cul-de-sac arrangements including Lincoln's Mead to the southwest, Rushfords in the northeast and at New Place Gardens which backs on to the site. Built form has also intensified along Station Road and more recent development is present along the north of Racecourse Road at The Tannery.



2. Site Context

2.2 Planning Context and Background

The site is allocated in the draft Tandridge Local Plan 2033 (Regulation 19) as HSG12.

The Site was previously assessed under reference 'LIN030' as part of the Landscape Capacity and Sensitivity Study - Addendum (2017) which forms part of the technical evidence base to the Local Plan.

The Landscape Capacity and Sensitivity Study concludes the Site to have moderate sensitivity and value and medium capacity to accommodate residential development.

A Green Belt Assessment report is submitted as part of this application.



The Site and the Green Belt

Q - Why isn't Lingfield itself included within the Green Belt?

A - This is in line with Section 144 of the National Planning Policy Framework which states: "If it is necessary to restrict development in a village primarily because of the important contribution which the open character of the village makes to the openness of the Green Belt, the village should be included in the Green Belt. If, however, the character of the village needs to be protected for other reasons, other means should be used, such as conservation area or normal development management policies, and the village should be excluded from the Green Belt."

Q - Why is Tandridge District Council (TDC) considering releasing this Green Belt land for development?

A - The majority of land within the district (94%) is presently designated as Green Belt, the highest of any authority within the country which presents a significant challenge in providing new homes and meeting housing targets. Subsequently many of the allocated sites included within the draft Local Plan are presently on land designated as Green Belt due to a lack of Brown Field sites within the district. When viewed in this context the release and development of this land for housing purposes makes sense, as the site itself is formed of privately owned land that is bounded either by existing development or existing roads and forms a natural infill to the settlement boundary of Lingfield



2. Site Context

2.3 Design Guidance

The proposals for the site and design of the new development will acknowledge key design principles outlined in national documentation such as the National Design Guide and Building for a Healthy Life 2020.¹

A full review of applicable local guidance and design principles relating to the specific character of the local area has been undertaken, whilst the Lingfield Conservation Area in which part of the site is located does not have a separate appraisal document, relevant policies pertaining to conservation and heritage contained within both national and district planning policy have been fully considered.

Additionally the design guidance regarding open space, approaches and footpaths contained within the Lingfield Village Design Statement which is adopted by the district council as Supplementary Planning Guidance has been fully considered in developing the proposals and would also be a key document in developing the detailed design and materiality of the development at reserved matters stage.

Policy elements that pertain to design contained within the Tandridge District Core Strategy and Tandridge Local Plan have all informed the approach to design development and the landscaping strategy of this application.

Additionally relevant emerging policies contained within the Tandridge Local Plan 2033 have also been fully reviewed and considered.

Relevant supplementary planning documents (SPD's) covering Trees and Soft Landscaping as well as Tandridge District Parking Standards have also been consulted and checked to ensure compliance.



¹ How these relate to the proposed development is covered and assessed in greater detail within the Technical Appraisal section of this document.

2. Site Context

2.4 Movement and Connectivity

The site is located centrally in Lingfield Village to the rear of Station Road. The location offers a direct link to the M25 via the A22, with access to Gatwick Airport within 20 minutes via car.

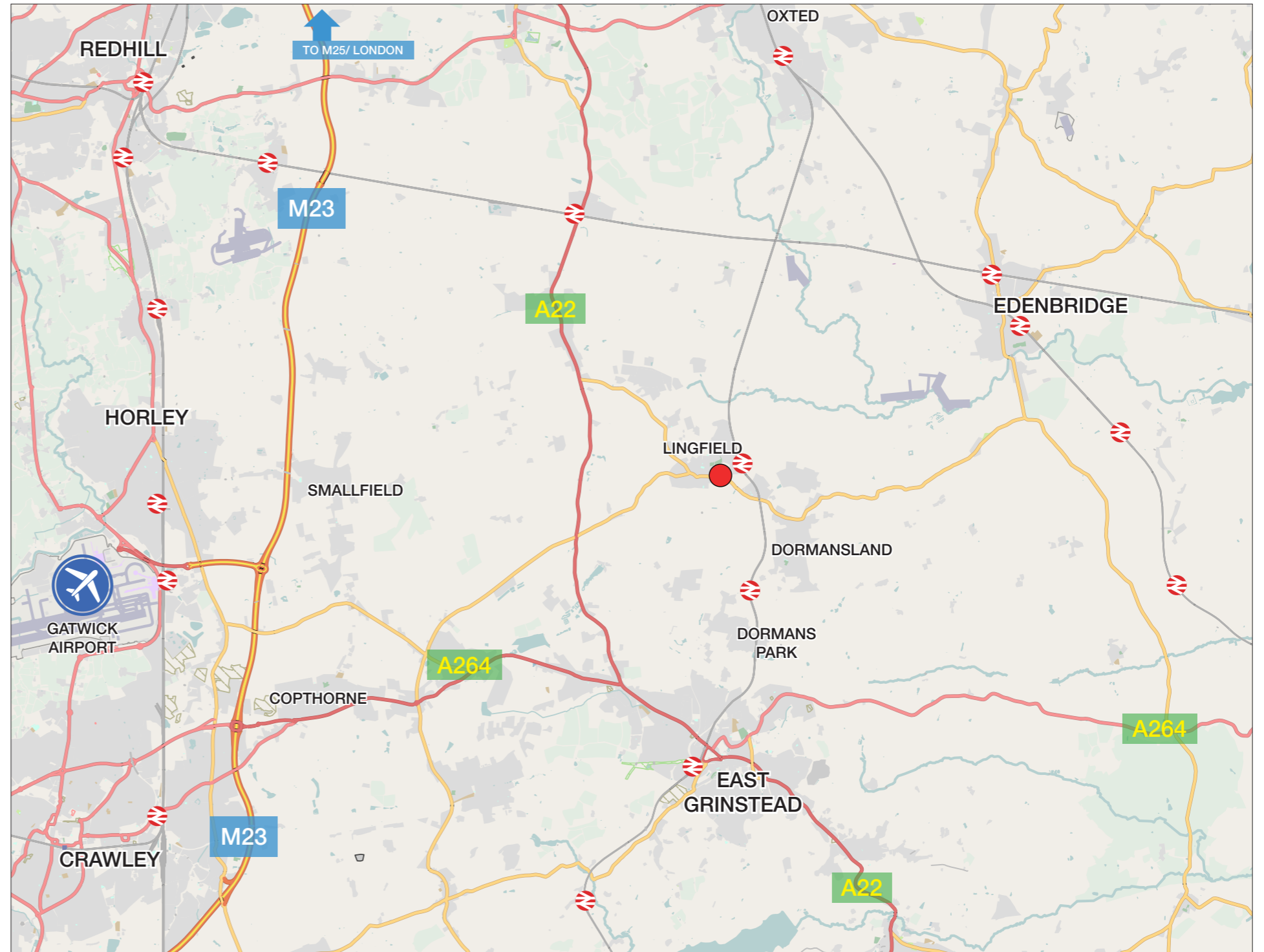
Lingfield Train Station is within a 5 minute walking distance from the site and offers a half-hourly service to London.

Bus stops are located immediately adjacent to the site on Town Hill at the south of the site, and on either side of the public footpath that runs through the site. Regular bus service destinations include Crawley, East Grinstead, as well as further afield destinations including South Croydon, Reigate and Tunbridge Wells.

Transport connections for the site are fully detailed in the Travel Plan included with the application.



Lingfield Train Station



Regional Connections

| KEY | | | |
|-----|---------------|--|----------------|
| | Site Location | | Motorway |
| | Rail Station | | Major Road |
| | Rail Line | | Secondary Road |

2. Site Context

2.5 Local Amenities

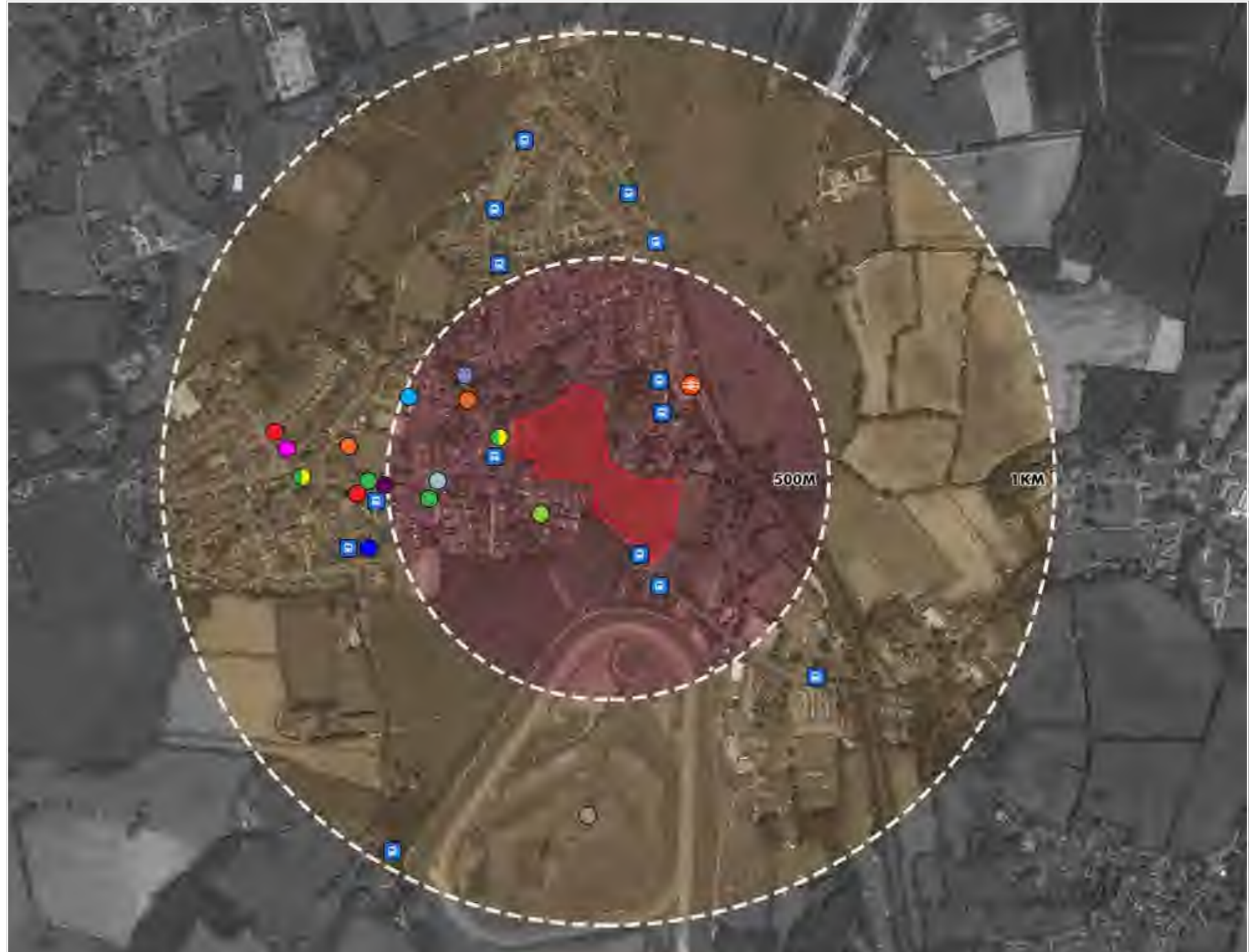
The site's central location offers convenient access to a broad range of amenities and transport facilities including schools, supermarkets, restaurants, doctors, post office and numerous bus services.



Lingfield & Dormansland Community Centre



Co-op Supermarket on Lingfield High Street



KEY

- | | | | |
|-------------|---------------------------|------------------|----------------------------|
| Church | School | Community Centre | 5 minutes Walking Distance |
| Post Office | Hotel/B&B | Racetrack | |
| Bank | Restaurant / Public House | Rail Station | |
| Doctor | Groceries | Bus Stop | |
| Dentist | Library | | |

2. Site Context

2.6 Visual Appraisal

A visual appraisal of the site and its surroundings has been undertaken by LDA Design and has played a key part in the development of the site proposals in addition to desk based assessments of the site context and the Lingfield conservation area.

The Visual Appraisal analysis has confirmed the visibility of the Site is limited to its immediate locality, principally from Station Road and Church Road. Views beyond the vicinity of the Site are screened and filtered by the relatively flat topography and intervening vegetation.

The analysis also confirms that middle and longer distance views, including those from the High Weald Area of Outstanding Natural Beauty (AONB) to the south are generally not possible or screened and filtered by vegetation.

Furthermore given the distance of the Surrey Hills AONB, approximately 9km to the north, the Site is either not visible owing to screening vegetation or indiscernible.



Viewpoint 1 - Church Lane
Viewpoint 1 is located to the west of the Site on Church Lane. The Site is located behind the Star Inn Public House, and obscured from view by existing built form and established intervening vegetation, including a dense deciduous tree belt being footpath 381a which dissects the Site.
The entrance to public footpath 381a can be seen which leads into the Site from Church Lane and connects to Lingfield Railway Station to the east.
Residential built form is characteristic of the view and the development would be largely hidden. No discernible change to the visual environment would occur.

Viewpoint 2 - View north from Footpath 381a (within the Site)
Viewpoint 2 is located on Public Footpath 381a which runs east to west through the Site.
Rear elevations of residential properties at New Place Gardens are visible in the view behind layers of intervening vegetation. Established vegetation lines the majority of the northern edge of the route and limits views northward.
This small field parcel in the north of the Site is well contained by established boundary vegetation and surrounded by existing built form. Whilst there would be a change to views from the path, an active frontage to the development is proposed with provision of a new area of public open space and substantial green buffer with additional new planting to enhance the recreational experience from this route and create a central, accessible communal area within the development.

Viewpoint 4 - View west from Station Road
Viewpoint 4 is located adjacent to the Site's eastern boundary on Station Road.
Built form of residential properties along Town Hill Road and Station Road are visible in this view over, and filtered through intervening vegetation.
Station Road itself provides a defining physical boundary to the eastern settlement edge with the floodplain of the Eden Brook beyond.
Development would be visible from this location, softened and set back behind the hedgerow, which would be retained, and an area of proposed public open space located in the southeast corner of the Site.

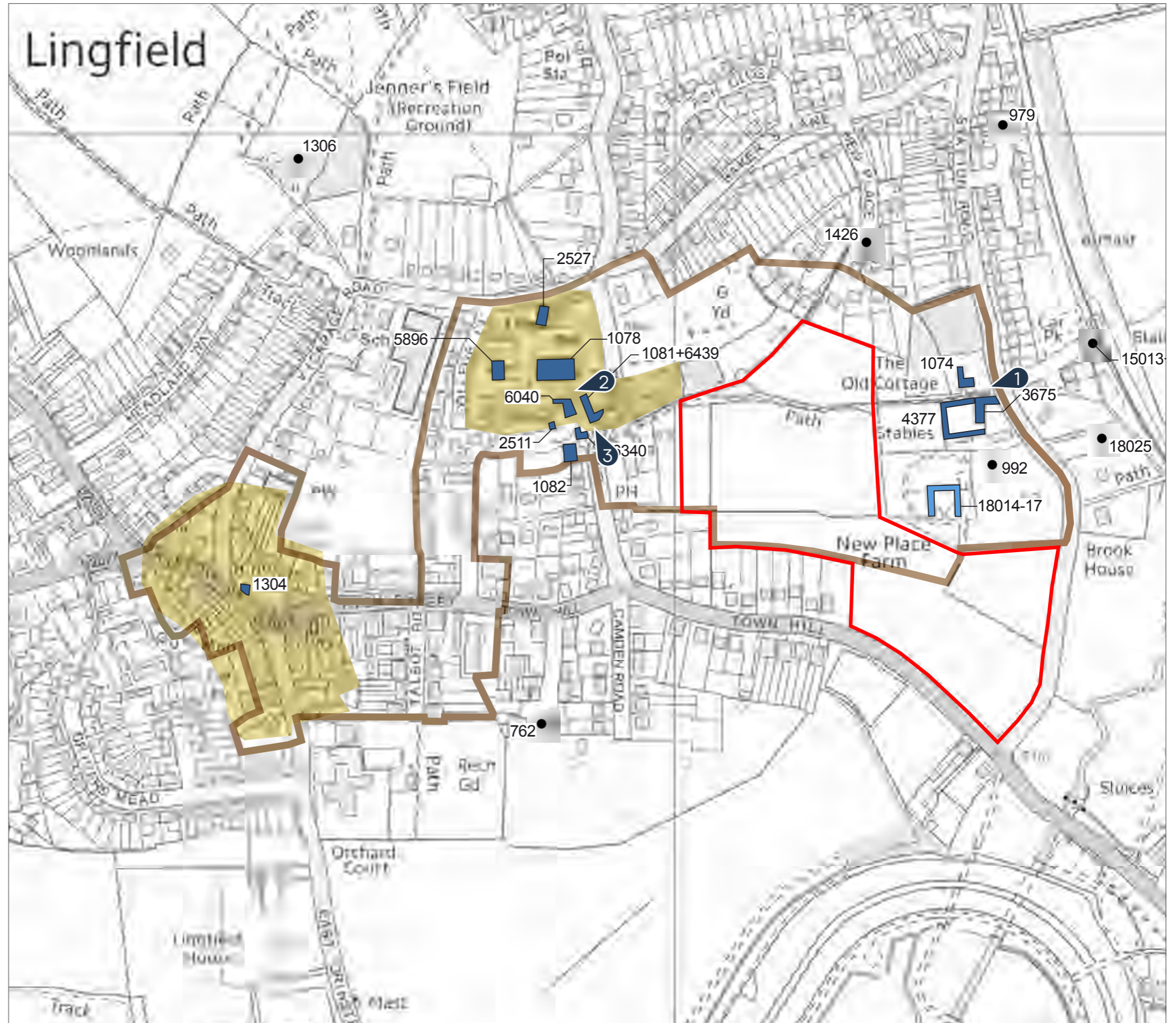
Viewpoint 5 - View from the B2028 / Station Road Junction
Viewpoint 5 is located adjacent to the Site's southeastern boundary at the B2028 / Station Road junction.
Built form of residential properties along Town Hill Road and Station Road are visible. The Site is relatively well screened by boundary vegetation.
Station Road itself provides a defining physical boundary to the eastern settlement edge with the floodplain of the Eden Brook beyond.
Development would be visible from this location, softened and set back behind the hedgerow, which would be retained, and a new area of public open space located in the southeast of the Site.

2. Site Context







2.7 Conservation & Heritage

A Heritage Desk Based Assessment (DBA) has been undertaken for the Site. The DBA has consulted a number of existing sources of information to inform the assessment including Historic England's online National Heritage List for England, Surrey Historic Environment Record (HER), Surrey History Centre in Woking, Historic England's Archive in Swindon, historic maps and a site walkover.

Much of the Site lies within Lingfield Conservation Area. There is no Conservation Area Appraisal available for this, but it broadly extends across the earlier developed parts of Lingfield and includes most of the village's listed buildings. Given the origins of Lingfield as two separate centres at Plaistow and around the church, the designated area has a sinuous form.



KEY

-  Site boundary
-  Listed building
-  Lingfield Conservation Area
-  Areas of High Archaeological Potential
-  Building of Character
-  Other HER records

2. Site Context



Grade II Listed New Place and The Old Cottage



Grade II Listed Old Town House and Grade I listed Church of St Peter and St Paul



Grade II Listed The Barn and Church House

2. Site Context

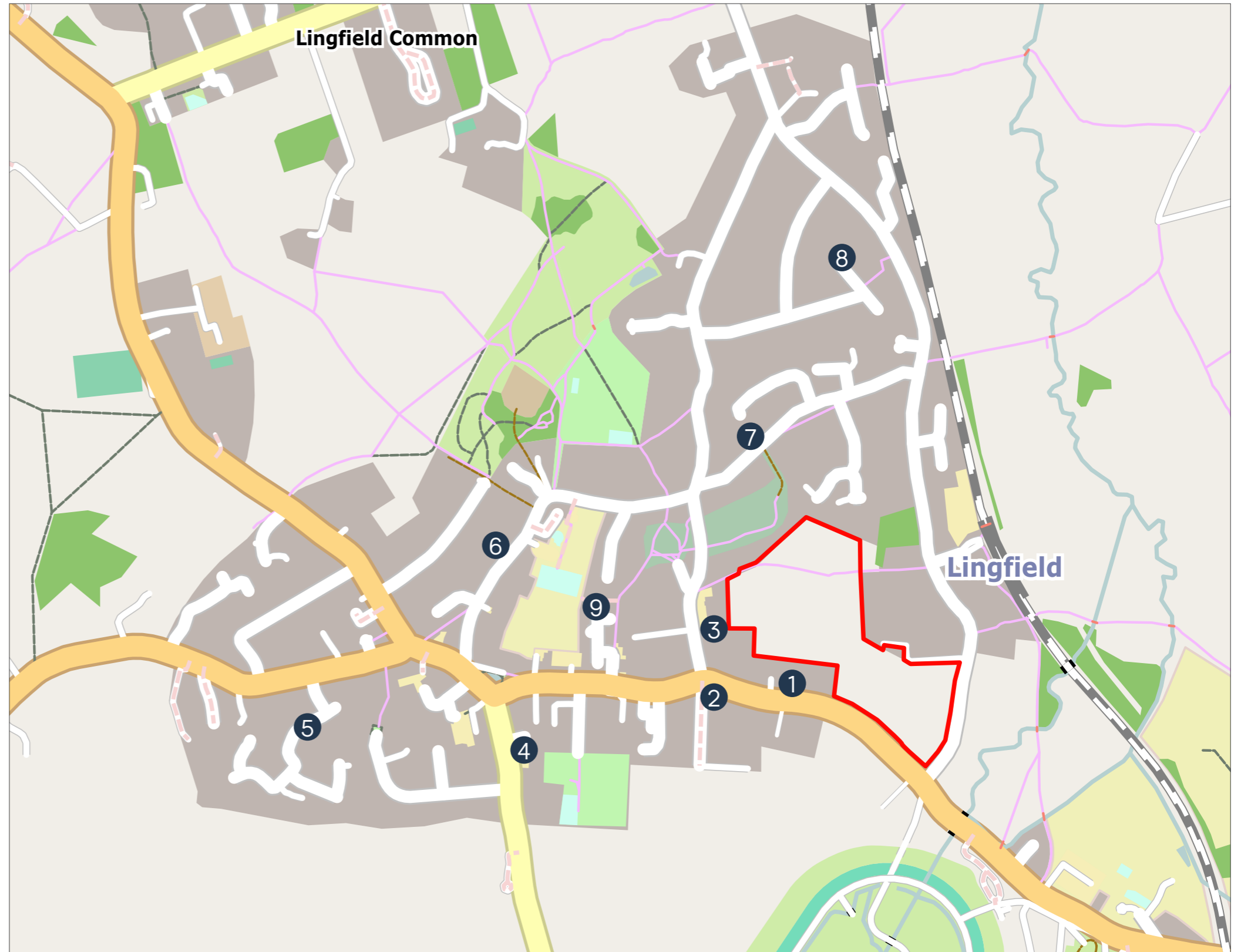
2.8 Character Study

A character study of the local area has been conducted to understand local characteristics that may help inform the design for the site in terms of its layout and urban pattern, and also provide potential architectural references that can be used at a later date when designing the appearance of buildings within the development.

The architectural style of the area is typical of its location, with examples of the vernacular style of the area, showing features such as red brickwork, clay tiled roofs, weather boarding and hanging clay tile. Other architectural styles include detached and terraced Victorian and Georgian properties and post-war and contemporary residential development.

Much of the materiality of Lingfield's buildings from the 19th and early 20th century is defined by locality with traditional brickwork being locally sourced red and dark red hues and exhibiting decorative brick detailing.

Also common are clay roofs and hanging tile with the distinct red and orange hues which are often seen in parts of Surrey and Kent that would have been formed from wealdon clay, which is unsurprising given Lingfield's location in the heart of the Weald.



2. Site Context



2. Site Context

2.9 Surrounding Heights & Density

An assessment of the heights and density of buildings in the developed areas surrounding the site has been conducted and shows that the majority of residential properties nearby are 2 storey detached houses with a tendency toward larger 2.5 storey dwellings in the area around Town Hill to the south-west of the site.



KEY:

- 1 STOREY
- 1.5 STOREY
- 2 STOREY
- 2.5 STOREY
- 3+ STOREY



3. Site Assessment

3. Site Assessment

3.1 The Site

A comprehensive visual assessment of the site was undertaken in November 2018 and again in January 2022.

The images shown on this and the facing page were taken during these visits to the site and surrounding area, and assist to identify the key constraints and opportunities that would be addressed through the evolution of the development proposals.



3. Site Assessment



3. Site Assessment

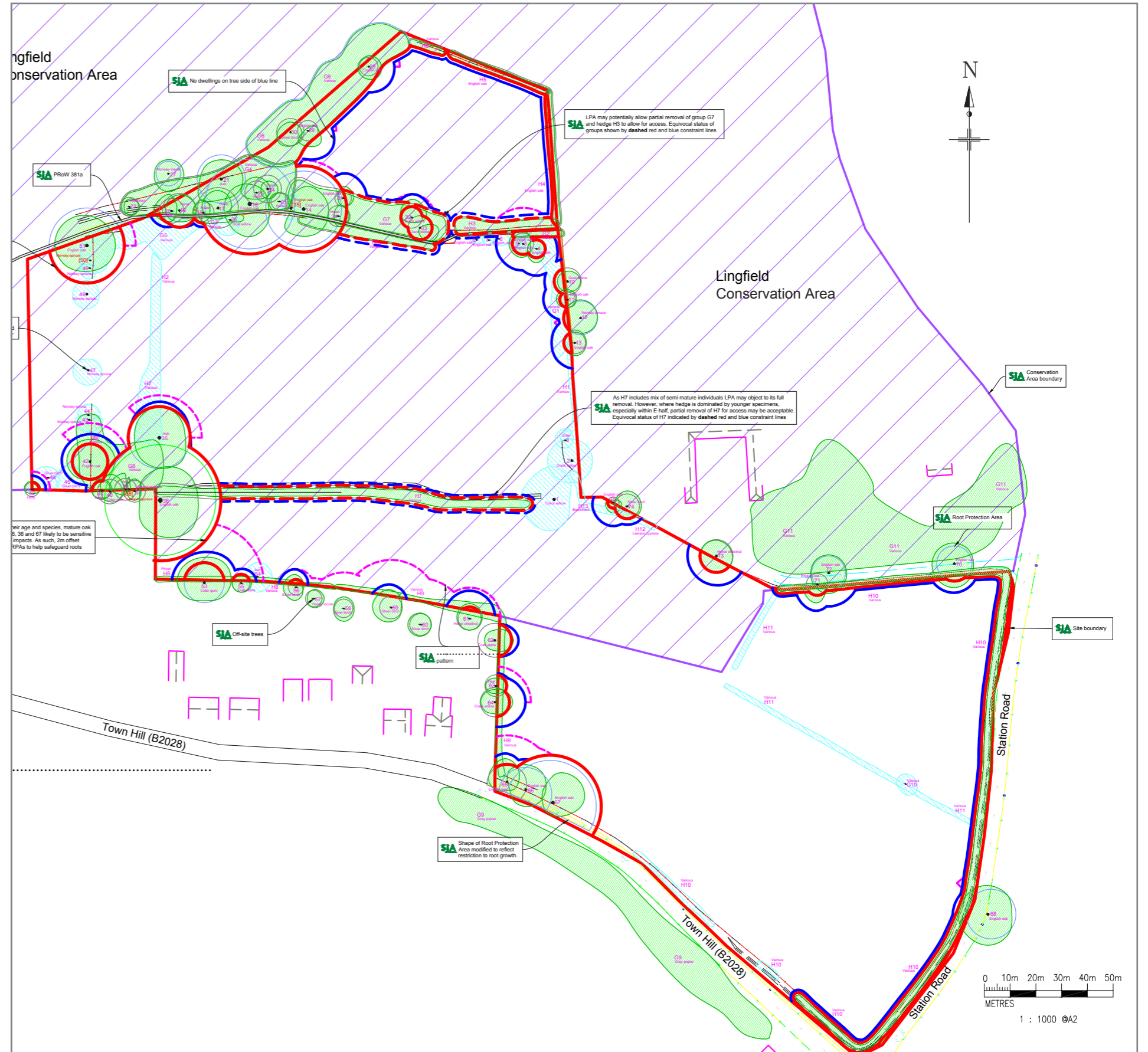
3.2 Arboriculture

A detailed tree survey and tree constraints plan has been produced for the site by SJA Trees.

The findings of this survey have informed the proposed development, the design of which has responded to the arboricultural constraints and opportunities identified.

The aspiration for the proposals will be to retain as many trees and areas of hedgerow as possible as these will be key to providing natural screening and placemaking in a way that is appropriate to a development that is partially located within a designated conservation area.

| | | | | | |
|-------------------|------|-----------------------|--------|-----------------------------------|---|
| Tree nos.: | ● 36 | Category 'U' trees: | ● [15] | Canopies of trees to be retained: | |
| Category 'A' RPA: | | Category 'B' RPA: | | Category 'C' RPA: | |
| Devt. area: | | Potential devt. area: | | Trees that could be removed: | 3 |
| Shadow pattern: | | Cnsv area boundary: | | | |



Tree Constraints Plan

3. Site Assessment

3.3 Topography

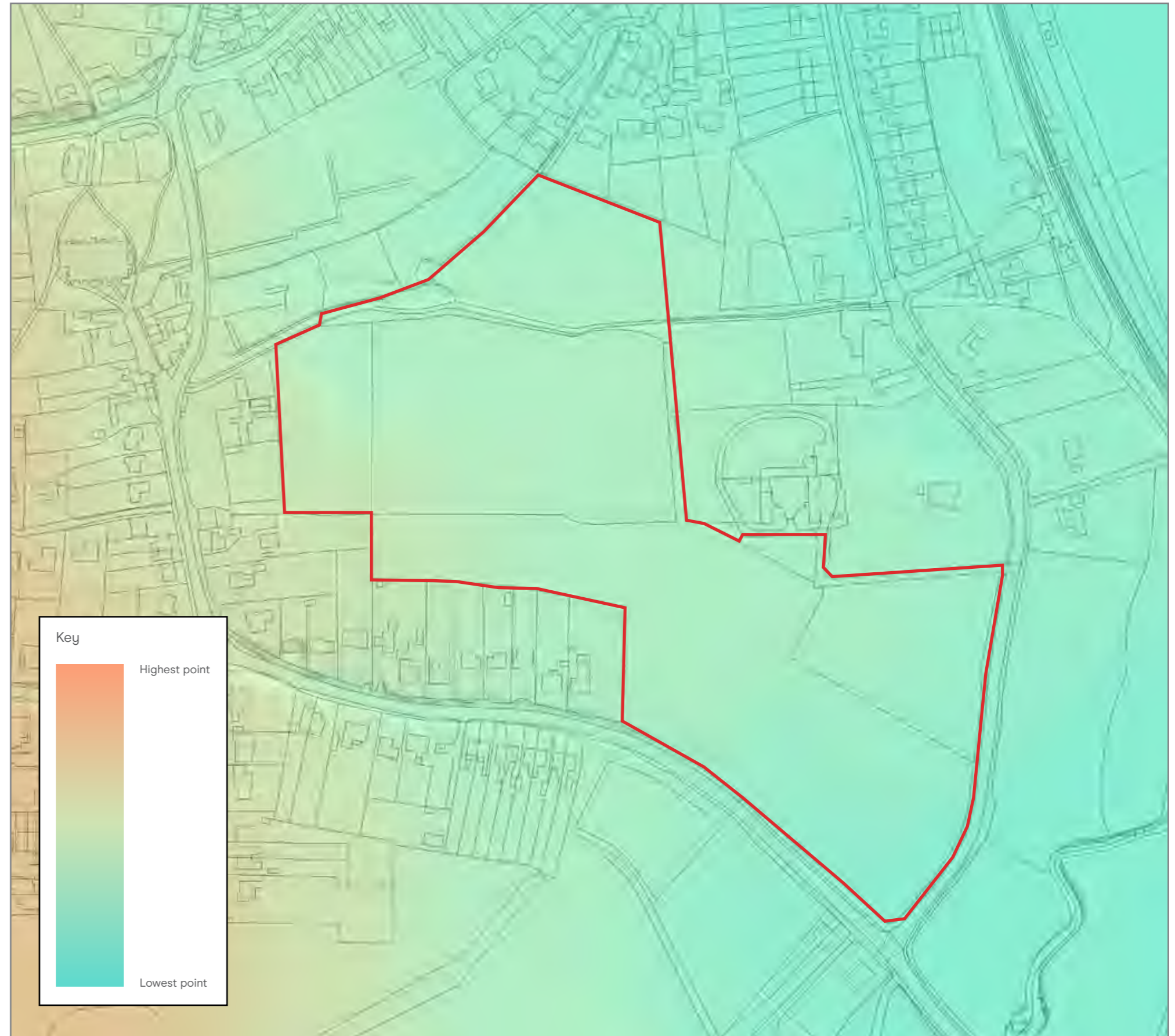
The site features a broadly gentle slope that rises from east to west.

The lowest areas are in the south-east of the site around the junction with Town Hill and Station Road, with the lowest point being approximately 50.300 AOD

The highest points within the site boundary are on the westernmost boundary, with the highest point being approximately 60.200m AOD.



3D LIDAR Digital Surface Model

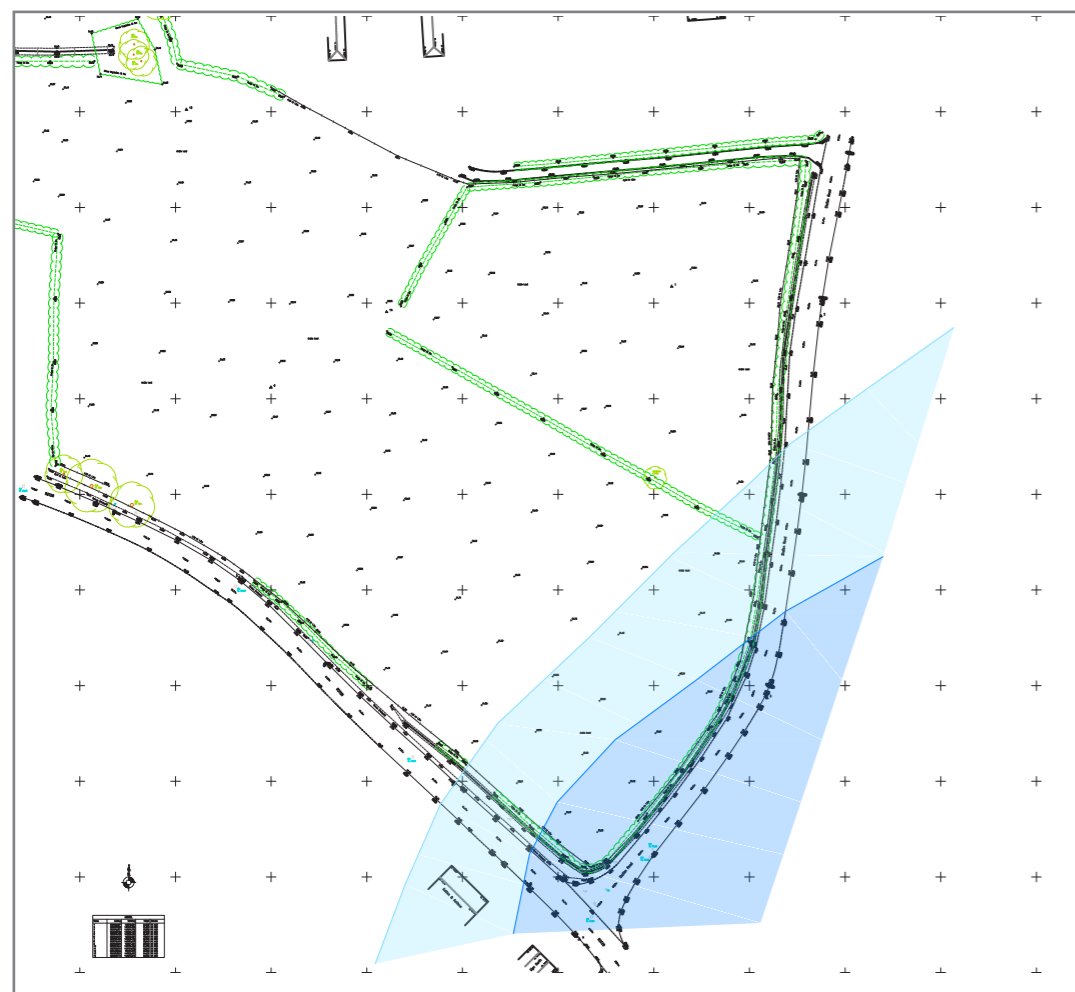


3D LIDAR Digital Terrain Model (showing underlying ground levels)

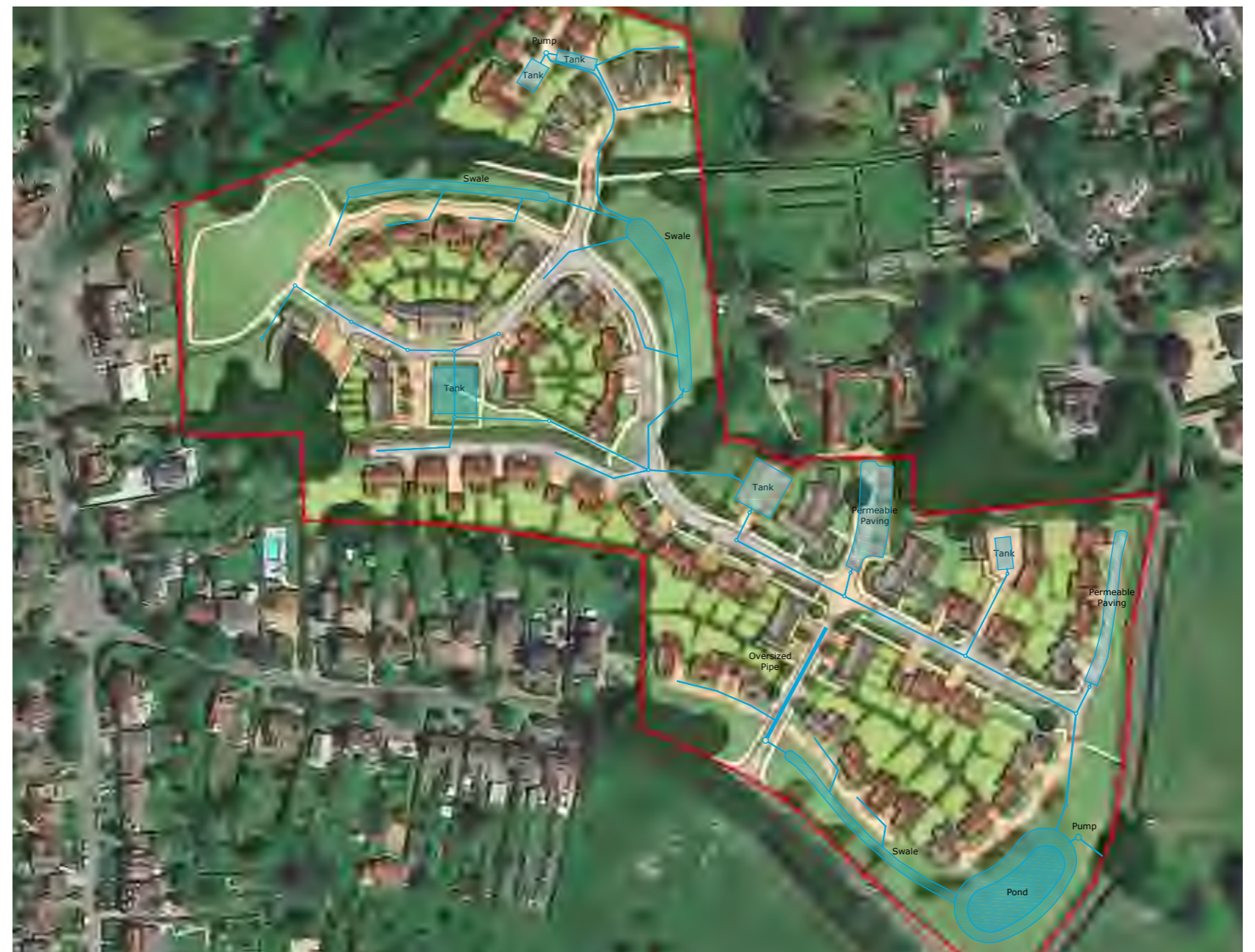
3. Site Assessment

3.4 Drainage

A comprehensive Flood Risk Assessment pertaining to the site and the development proposals has been produced by Lanmore Consulting. The preliminary Drainage Strategy Plan demonstrates how a combination of SuDS features such as swales, crating and a detention basin or pond can be successfully implemented within the potential design of the development.



Flood Extents Map of South-Eastern Corner of Site



Preliminary Drainage Strategy Plan

3. Site Assessment

3.5 Ecology

An comprehensive Ecological Appraisal of the site was conducted in September 2018 by Land Use Consultants (LUC) and subsequently updated in September 2020 and February 2022.

Ecological findings were used to inform ongoing scheme design as part of an iterative process, enabling potential impacts to be avoided and minimised wherever possible through sensitive design. This includes the protection and retention of key ecological corridors within the Site, including tree lines, trees with suitability to support roosting bats, and the majority of hedgerows, while focusing the development footprint to areas of regularly mown species-poor improved grassland.



Clockwise from top left: - Phase 1 Habitat Survey, - Bat Survey, - Reptile Survey, - Dormouse Survey

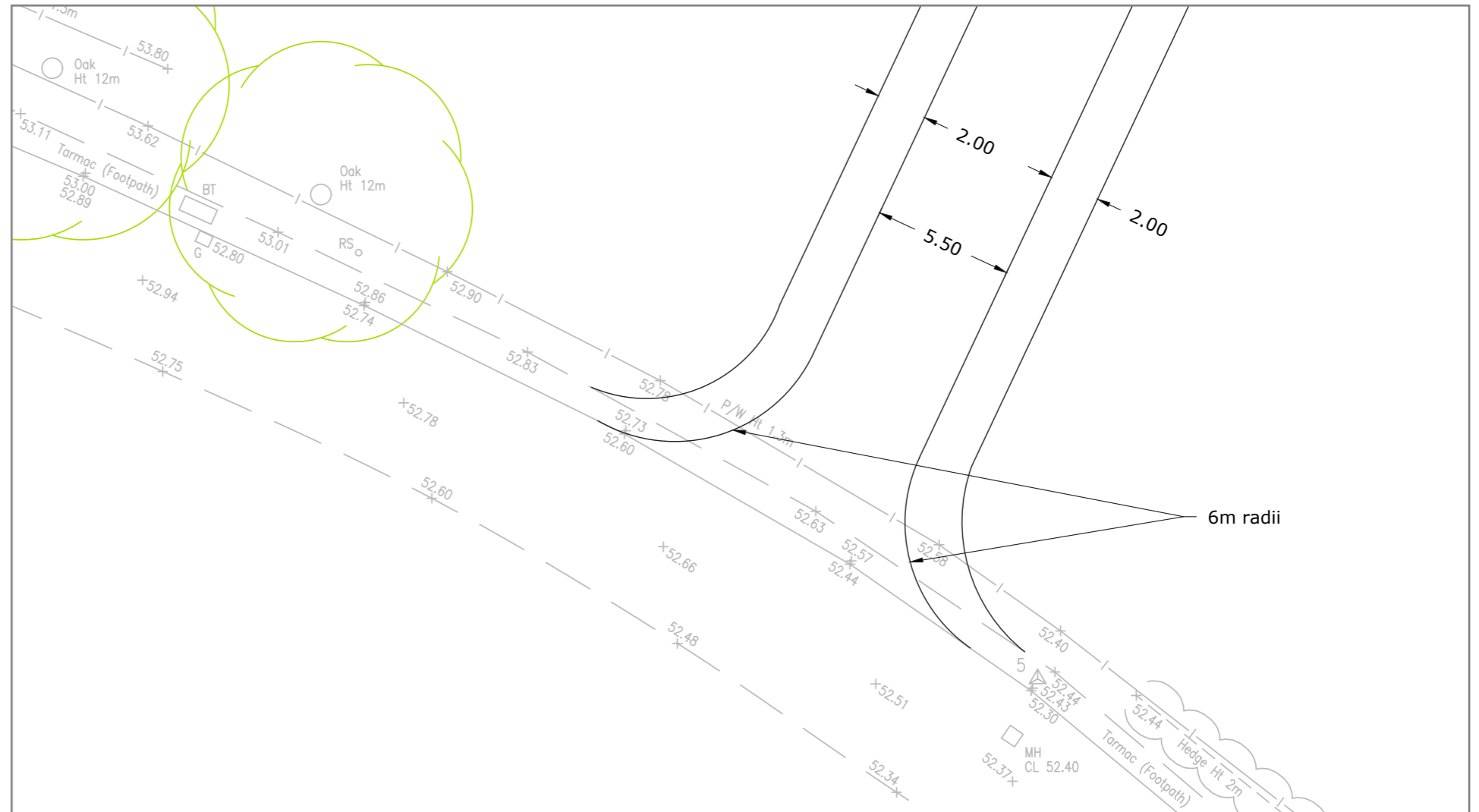
3. Site Assessment

3.6 Highways and Access

It is proposed that the site will be accessed from a new priority junction onto the B2028 to the south of the site.

The access junction has been designed to meet the standards set out in the Surrey Design Guide, which includes 2 metre segregated footways and an internal road width of a minimum of 5.5 metres. Six metre kerb radii are included to aid entry via occasional HGVs, such as a refuse vehicle.

Further details regarding the proposed access arrangements are detailed in the Transport Assessment included as part of the application.



Proposed Site Access Arrangement Drawing showing main access from Town Hill

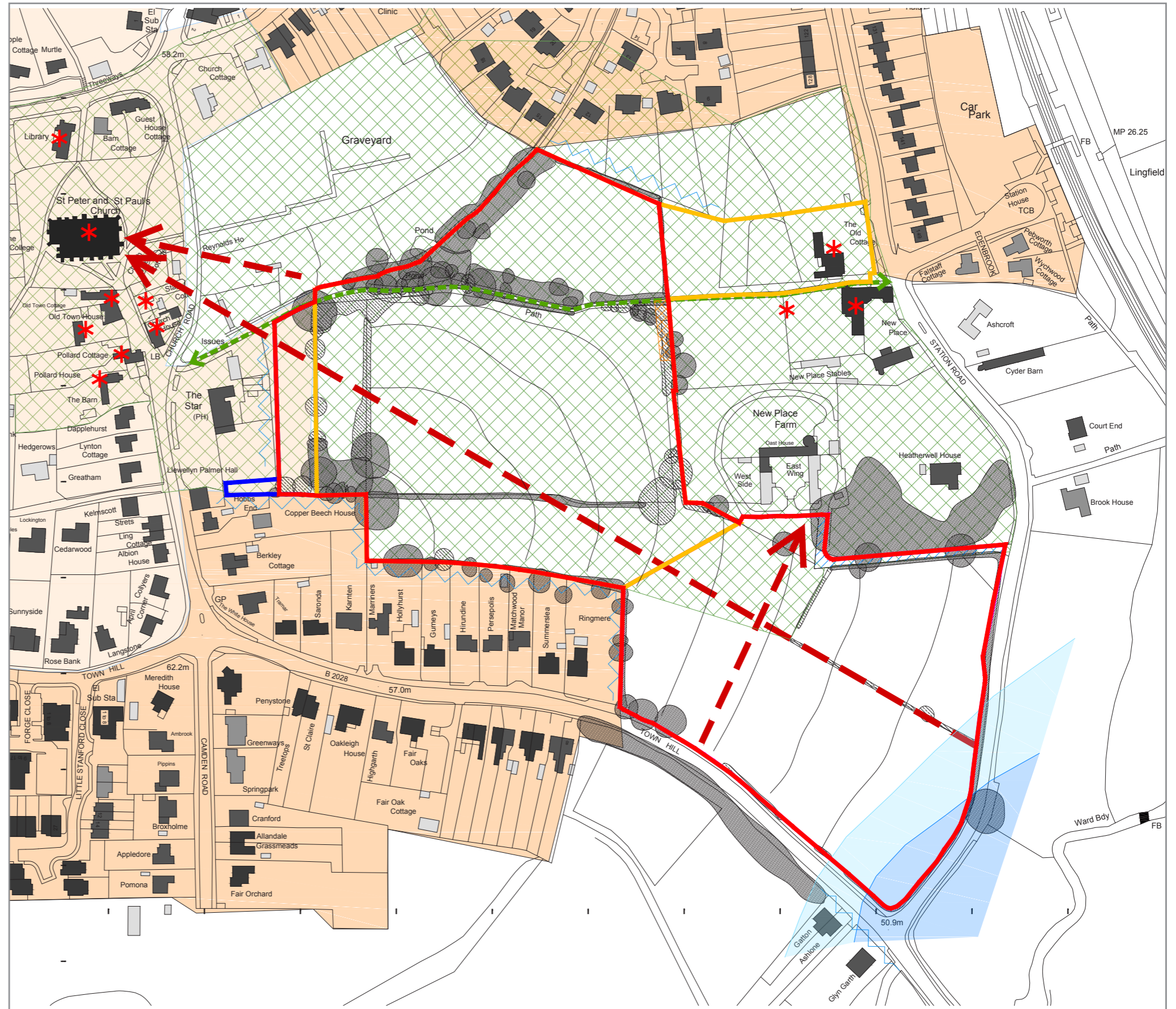
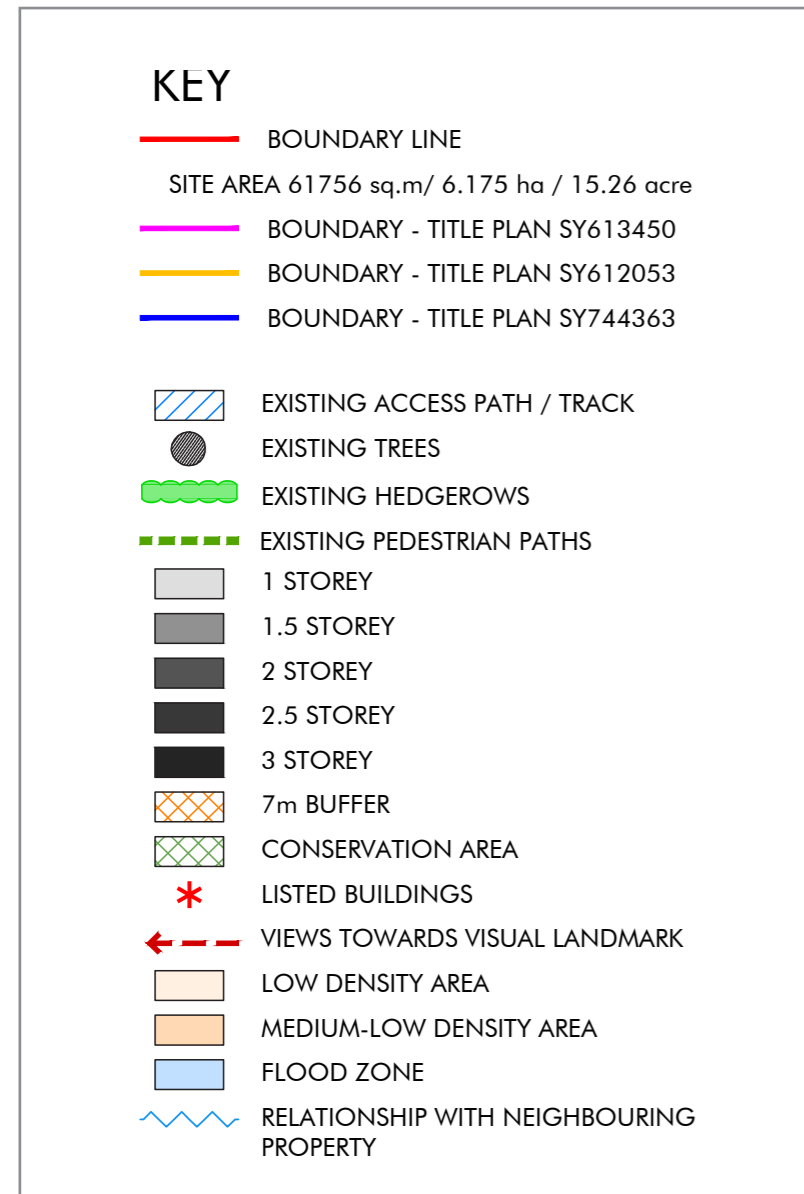


Proposed Main Access Location along Town Hill

3. Site Assessment

3.7 Site Constraints

The technical surveys and reports as described in the preceding pages have been collated to form a constraints plan that can be used as a base for the development of proposals for the site.



Constraints Plan



4. Design Evolution

4. Design Evolution

4.1 Key Design Principles & Drivers

With a robust set of constraints and site assessments in place, a series of key principle and design drivers was defined to enable the design evolution moving forward.



Development to be moved back from the surrounding Green Belt land located adjacent to the south-east of the site beyond Town Hill and Station Road to create and preserve clear defensible boundaries and an appropriately defined edge to the settlement of Lingfield from the south-eastern approach of Racecourse Road.



Development to be appropriately distanced from the cluster of listed buildings and heritage assets located beyond The Star public house and Church Road creating a substantial area of public open space with equipped play area, informal amenity playspace and wildflower planting that provides additional visual screening within the context of the Lingfield Conservation Area.

4. Design Evolution

4.1 Key Design Principles & Drivers



Appropriate distancing and new publicly accessible landscape and planting to be employed along areas of the Public Right of Way footpath that bisect the site, where the existing green infrastructure is currently weak as well as along the eastern boundary to the area of land in which the Grade II listed Garden Wall of New Place lies 60m beyond.



Distance view from Station Road to Church of St Peter and St Paul following topographical slope of site to be maintained in accordance with design guidance contained within the Lingfield Village Design Statement SPG.






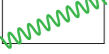





View of Oast House located at New Place farm from Town Hill (B2028) to be maintained in accordance with design guidance contained within the Lingfield Village Design Statement SPG.

4. Design Evolution

4.2 Landscape Led Design Considerations

1. Visual landmarks used as anchors to aid legibility and create sense of place.
2. Generous offset of built form from footpath link with enhancement planting.
3. Appropriate design response for dwellings that back or front on to the Site.
4. Appropriate offset and design response for frontages to approach roads.
5. Discrete development parcel with opportunity to create distinct character.
6. Appropriate design response to Grade II listed walled garden at New Place.

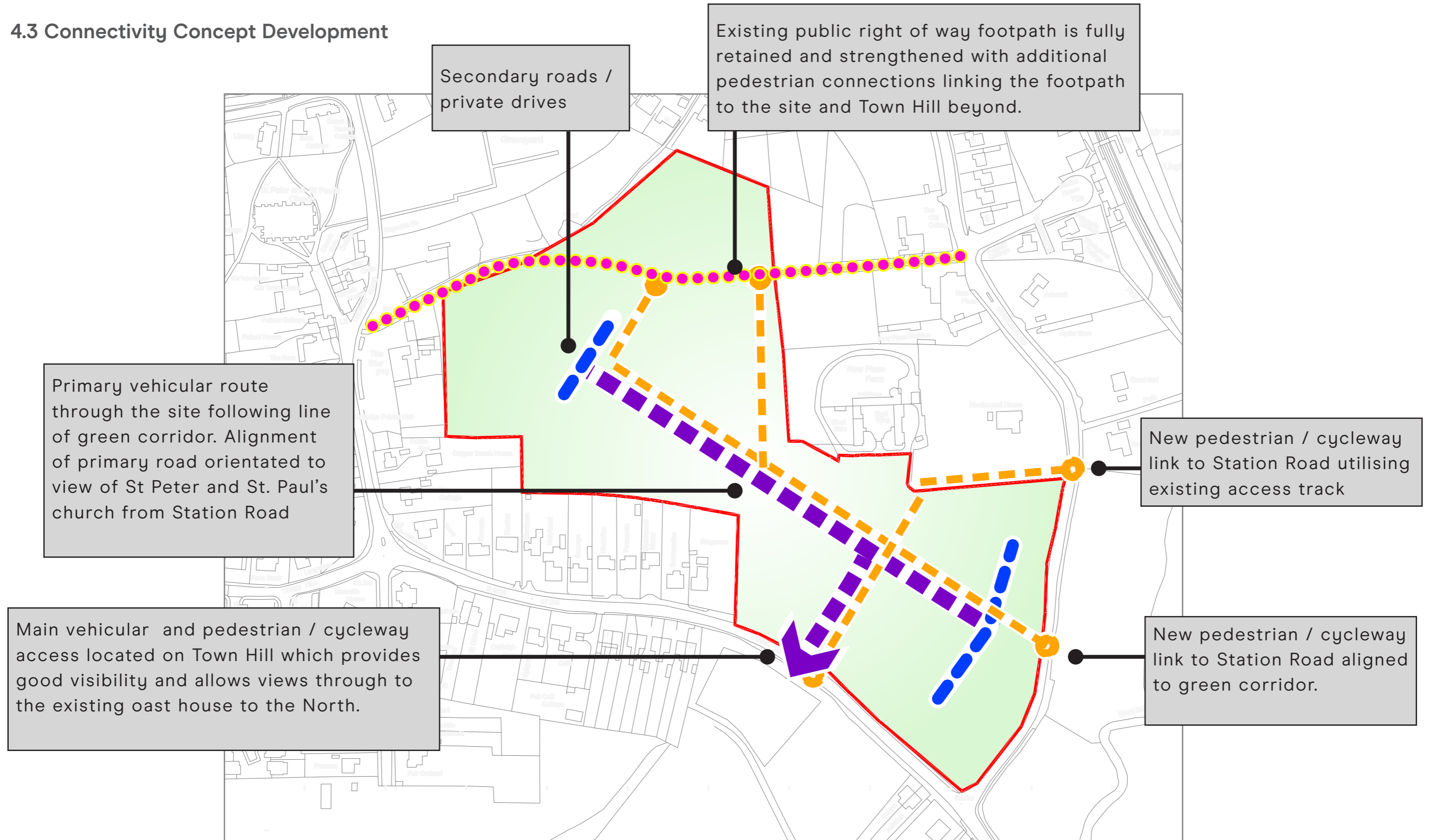
KEY

-  Site Boundary
-  Landmarks
-  Existing Gappy/Thin Hedgerow
-  Existing Dense Hedgerow
-  Existing Built form adjacent to the Site
-  Existing Established Vegetation
-  Existing View Towards Visual Landmark
-  Existing Footpath Link
-  Existing Approach Road



4. Design Evolution

4.3 Connectivity Concept Development



4. Design Evolution

4.4 Concept Framework

Based on the previously identified principles of development an initial framework plan was created.



KEY

- Primary Access
- Secondary Access
- Low Density Development
- Medium Density Development
- Green Space
- Focal Buildings

4. Design Evolution

4.5 Design Refinement

Utilising the defined development principles together with the concept and framework plans, a series of concept sketch layouts and drawings was produced enabling the design team to explore and further refine the potential for development on the site.



4. Design Evolution

4.6 Pre-Application Illustrative Layout

Following the process of design evolution and refinement, an illustrative masterplan was produced in order to communicate the evolving development concept during the consultative phase.

Key Features of the Pre-Application Illustrative Layout

1. Expansive green open space at south-east corner sets development back at important approach to Lingfield.
2. Main vehicular access to site is gained from Town Hill at a location which provides good visibility and allows views through to the existing oast house to the North.
3. Tree-lined widely spaced entrance boulevard is framed by landscaping directing views through the site towards the oast house.
4. Twin apartment blocks designed to have similar form, footprint and massing to the oast barn to the north.
5. Larger detached low density dwellings facing toward Station Road reflect the form and character of existing residential properties to the north.
6. Main street through development takes the form of a green corridor aligning with Church of St. Peter and St. Paul allowing long views of church.
7. Low density development fronting toward the southern side of the public footpath is set back behind green space maintaining an appropriate rural feel to the interface with the development and the footpath.
8. Existing trees and hedgerows are retained and strengthened along the northern side of the public footpath providing natural screening of development to the north.
9. Areas of more formalised green space within the development that are appropriate to their surroundings allow for openness whilst forming part of the green corridor.
10. Large public open space in the north-western corner of the site with equipped play area, informal amenity playspace and wildflower planting allowing the development to maintain appropriate distance and visual screening to the historic centre located beyond Church Road.



Pre-Application Illustrative Layout

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4. Design Evolution

4.7 Local Consultation

Woolbro Group and Morris Investments undertook a significant consultation exercise with residents and councillors throughout Lingfield.

Woolbro Group and Morris Investments initially proposed a 118-unit mix of diverse housing tenures to suit all needs and requirements of prospective tenants. This number has since been reduced to 99 units after engaging with local residents and stakeholders. The applicants have made sure that the affordability quota has been fulfilled with 40% of the properties being allocated as affordable. The proposals have been given the name 'Eden Grange' for marketing purposes.

The applicants utilised various consultation methods to ensure that all residents in Lingfield had a chance to contribute their ideas. Methods included: a newsletter, a dedicated website, feedback forms and a virtual exhibition to give consultees a chance to have a virtual on-site visit.

Additionally two consultants also undertook a day of iPad canvassing around Lingfield Village to gain a deeper understanding of the attitudes towards this proposal.



Residents newsletter and screenshots taken from consultation website

4. Design Evolution

4.7 Local Consultation

Consultation Feedback

Woolbro Group and Morris Investments undertook an extensive programme of consultation over a month period that ended with a varied mix of responses.

The applicant reached a much wider audience using online techniques as opposed to a traditional drop-in exhibition.

Despite the contention surrounding the site, positive responses made up approximately a third of the overall responses with some being conditional supporters and others outright against the proposals.

All comments and suggestions were communicated back to Woolbro Group and Morris Investments and action has been taken upon resident's feedback. To address concerns about the impact on the village and encroachment on a conservation area, the applicant has reduced the quantity of units from 118 to 99. This reduction will work to limit any unnecessary impact on the village and the conservation area and hopefully alleviate resident's concerns about these issues.

Overall, through the canvassing exercise and the online consultation, residents of Lingfield are most concerned about the provision of infrastructure most specifically the Doctors GP, school capacity and local highways. If residents could get assurances that such investments will take place, support for the site would far outweigh any opposition to the proposals.

Consultation responses specifically related to the potential design and layout of the scheme have been fully considered as part of the design evolution process and have helped to inform the illustrative proposals which are detailed in the next section of this document.

Full details of consultation measures undertaken and responses received are detailed in the Statement of Community Involvement which is included with this application.





5. The Proposals

5. The Proposals

5.1 Illustrative Layout

An Illustrative masterplan has been produced, providing an indication of how the site could be developed using the landscape parameters, opportunities and concepts for development as outlined within Section 4 of the document.

Illustrative Layout - Design Response

1. Increased set-back distances and improved screening along south-eastern boundary bordering Town Hill and Station Road create a clearly defined defensible boundary between the settlement edge and the Green Belt in the future.
2. Layout redesigned so that rear gardens border against the rear gardens of existing properties located on the Town Hill with improved landscape buffering and screening, resulting in large separation distances between the new and the existing built form.
3. Mature existing hedgerow is retained and incorporated into the layout design in a way that appropriate to the semi-rural nature of the site.
4. Existing trees located at the bottom of the far western boundary are now fully retained providing additional screening as well as ecological benefits.
5. Redesigned public open space bordering western boundary with development pulled back from north-west corner and built form located over 100m and screened from cluster of listed buildings located beyond Church Road.
6. New dwellings capped at 2 storeys and re-orientated to form a more sensitive distanced interface with the existing public right of way footpath and the Lingfield Conservation Area.
7. Improved and strengthened retention of green infrastructure around the existing footpath running to Lingfield Rail Station.
8. Increased area of Public Open Space located along the north-eastern boundary with new area located to the north of the existing footpath.
9. Area of more formalised public open space area retained and redesigned from previous layout and incorporated into Green Corridor running through site.
10. Key focal buildings are incorporated along previously identified strategic views running through the site.



Illustrative Layout







5. The Proposals

5.2 Indicative Dwelling Mix

The illustrative masterplan indicates a potential development of 99 new homes, with a firm focus on providing a range of dwellings that are reflective of local needs and requirements.

The indicative distribution of these dwellings on the illustrative masterplan is based upon the previously covered evaluation and analysis to ensure a contextually appropriate built form in relation to the site and surroundings.

KEY:

-  SITE BOUNDARY
-  1 OR 2 BEDROOM APARTMENTS
-  3 BEDROOM AFFORDABLE HOUSE
-  3 BEDROOM HOUSE
-  4 BEDROOM HOUSE
-  5 BEDROOM HOUSE

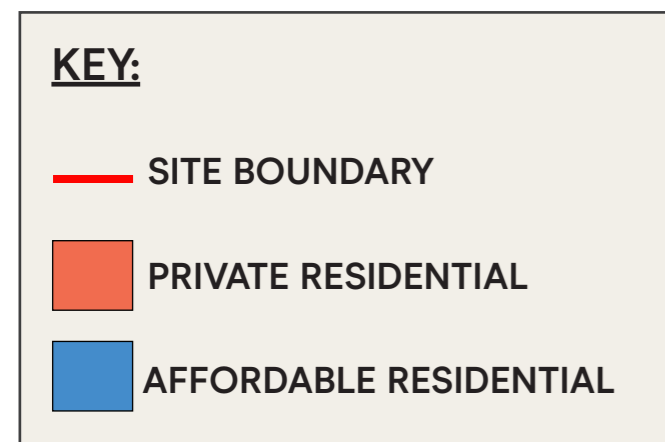


Indicative Dwelling Distribution

5. The Proposals

5.3 Indicative Tenure Distribution

Potential options for how the tenures could be accommodated are shown on the adjacent plan, with affordable dwellings provided at a level of 40% of the total number of dwellings and carefully incorporated within the development to ensure they are integrated and not all located together.

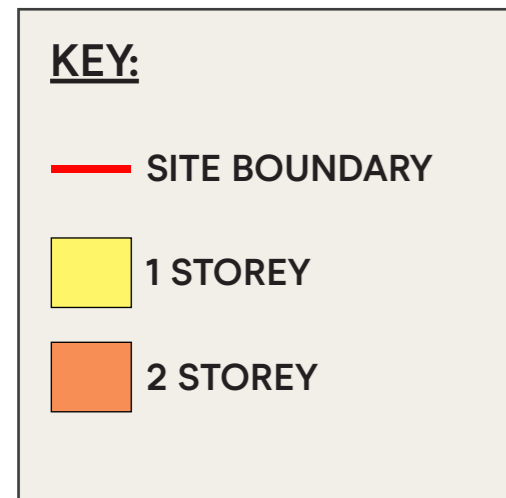


Indicative Tenure Distribution

5. The Proposals

5.4 Indicative Heights and Scale

Residential building heights as shown adjacently within the illustrative masterplan are two storeys across the development with a few single storey subsidiary structures such as garages and refuse / cycle stores.



Indicative Storey Heights

5. The Proposals

5.5 Indicative Dwelling Density

The Surrounding Dwelling Density plan shown adjacently shows the existing built form of Lingfield together with indicative building form of the Illustrative Masterplan and demonstrates how the proposed quantum and density of development relates to the existing settlement pattern and is in keeping with the surrounding area.

The overall application site area covers an area of 6.22 Ha providing an indicative density of 15.9 dph. If the open space, access and existing footpath are removed, the net developable area is 4.2 Ha providing an indicative density of 23.5 dph.



Surrounding Dwelling Density

5. The Proposals

5.6 Indicative Car and Cycle Parking

The adjacent car parking plan show how parking is evenly distributed across the illustrative masterplan and shows how parking requirements can be met for both residents and visitors through a combination of on-plot driveways, garages and carports, as well as some on-street parking in the form of front-on and parallel bays provided where appropriate.

All new homes within the potential development will be designed to fully meet the local authorities standards for car parking and cycle storage.

Electric Vehicle Charging Points

The site is also able to deliver significant levels of electric charging points, which will be secured through the reserved matters application. Charging points could potentially be provided for all houses with communal points located in parking courtyards for apartments.

KEY:

- SITE BOUNDARY
- PARKING SPACE
- GARAGE / CAR BARN
- UNALLOCATED / VISITOR PARKING



Indicative Car Parking

5. The Proposals

5.7 Indicative Building Massing

The images shown below and on the next pages are taken from a 3D building massing model that was produced based upon the illustrative masterplan.



5. The Proposals

5.7 Indicative Building Massing



5. The Proposals

5.7 Indicative Building Massing



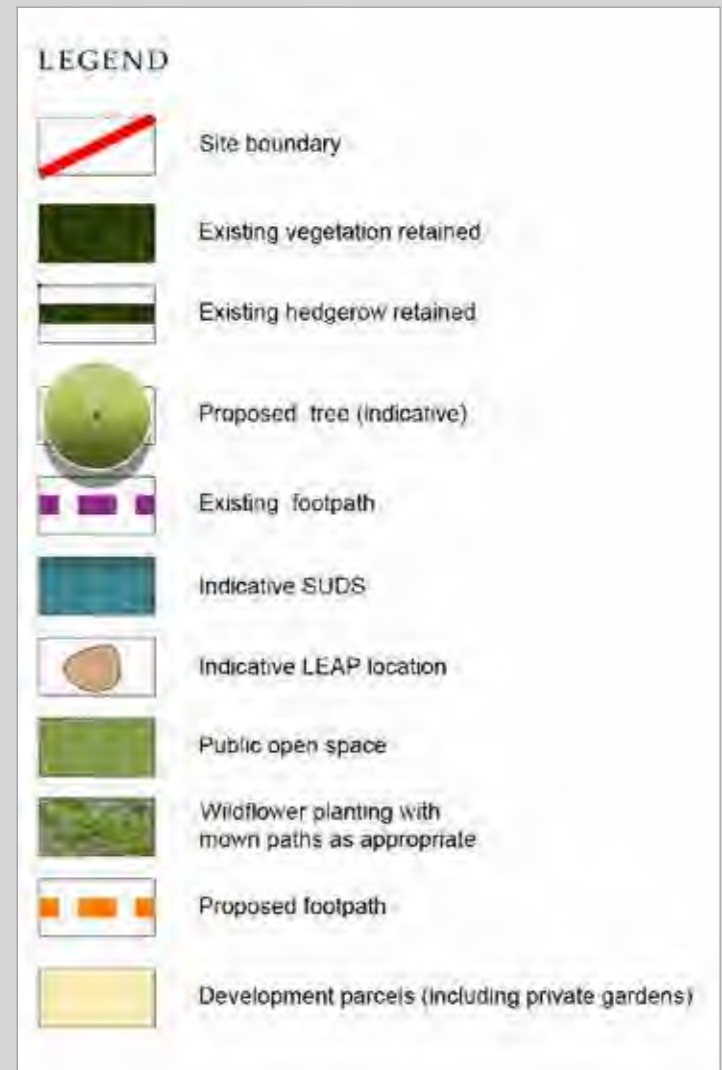
5. The Proposals

5.8 Landscape Strategy

The landscape strategy for the site seeks to provide a range of high quality spaces for outdoor recreation, while also providing a range of habitats to increase biodiversity.

Illustrative Landscape Strategy Plan:

1. Continuation of tree avenue planting provides legibility and allows views over footpath and public open space.
2. Tree avenue continues to Northern parcel providing legibility.
3. Swale areas with marginal planting contributing to biodiversity.
4. 'Village green' More formal green area framed with planting.
5. Avenue of trees framing views to church.
6. Avenue planting framing views to Oasthouse.
7. Parkland planting drawing Lingfield Park into site.
8. Retention of existing boundary hedgerows and enhancement with new planting where required.
9. SUDS attenuation basin with appropriate wet / marginal planting contributing to biodiversity.





Illustrative Landscape Strategy

5. The Proposals

5.8 Landscape Strategy

Open, Play Space and Recreation Assessment

Whilst the exact detail of Open Space provision would be subject to a future reserved matters application, the illustrative masterplan has been fully evaluated to ensure that requirements for open space provision are met, and to demonstrate the sustainability of the quantum of development being sought by the outline application.

| Category of Open Space | Illustrative Site Provision | % of Total Site |
|---|-----------------------------|-----------------|
| Structural Open Space - Inc. Public Open Space, SuDS, Landscaping, Habitat Creation & Non-vehicular Routes. | 19017m ² | 30.5% |
| Play Area | 305m ² | 0.5% |
| Residential Use - Inc. Roads and Associated Infrastructure, Private Gardens and Incidental Open Space. | 42942m ² | 69% |
| TOTAL SITE: | 62264m² | 100% |



Indicative Open Space Provision

5. The Proposals

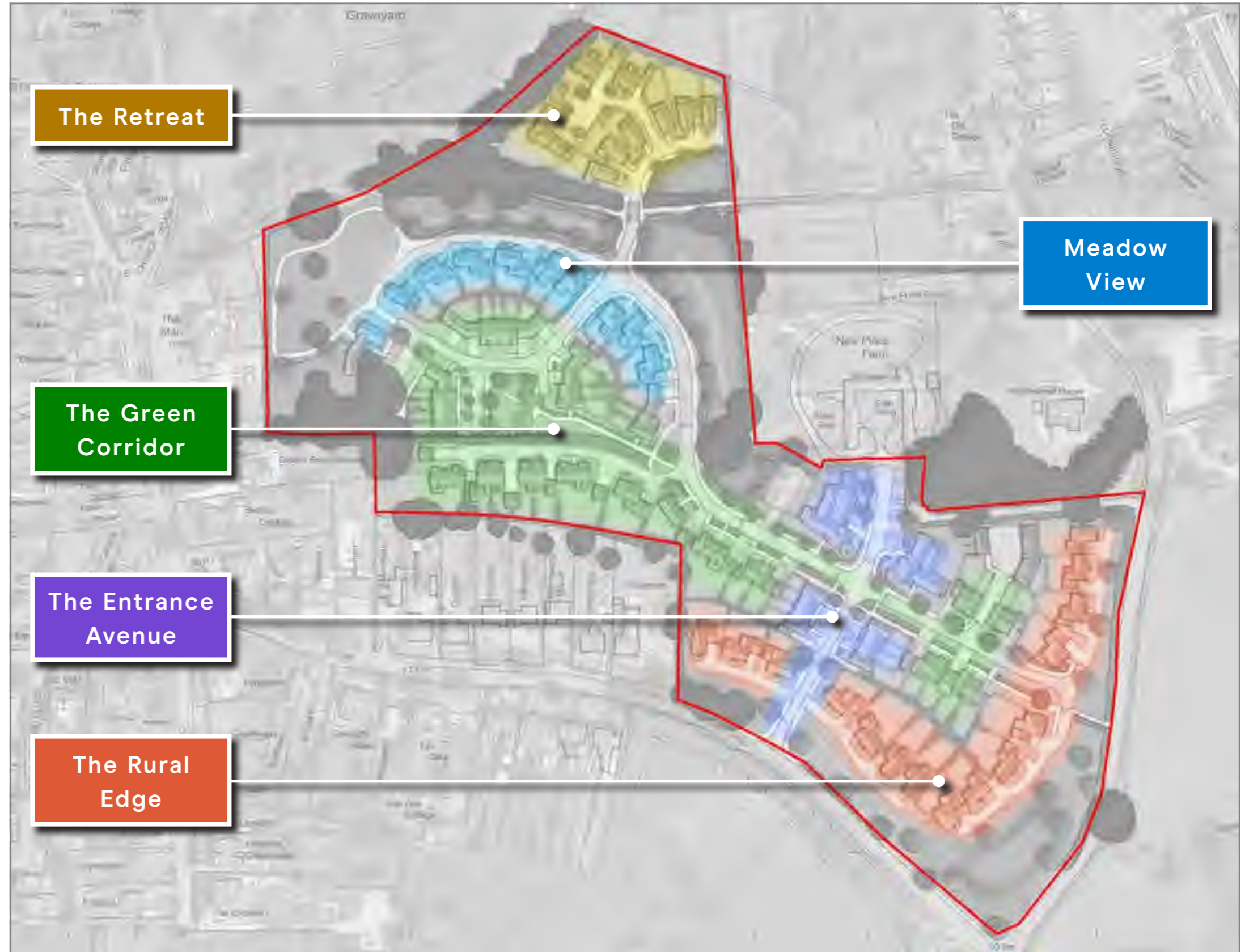
5.9 Illustrative Residential Character Areas

The Illustrative masterplan can be divided into a series of areas that relate to their immediate context, that can therefore provide differing character within the development.

The intention is for a cohesive development with a strong design principle for the buildings to reflect the nature of the site and its surroundings whilst referencing local character.

The five defined character areas of the illustrative masterplan are detailed on the following pages and are as follows:

1. The Retreat
2. Meadow View
3. The Green Corridor
4. The Entrance Avenue
5. The Rural Edge



Character Area Plan

5. The Proposals

5.9 Illustrative Character Areas

5.9.1 The Retreat

Located in the northern section of the site beyond the existing public right of way footpath, The indicative character area of The Retreat is composed of a small cluster of larger family homes whose character is largely defined by the conservation area as well as the existing properties located further to the north.

The homes in this area are heavily screened through the retention of existing trees and vegetation located to the north of the footpath, creating an intimate feeling space that has a sense of natural calm and rural quiet.

Surfacing, roads and footways within this area are designed to be appropriate to the low traffic frequency of this space and take the form of meandering shared surfaces and private drives with new planting and landscaping used to softly reinforce the intimate scale and gently demarcate public and private boundaries.

Precedent & References



The Retreat - 3D Massing Model

5. The Proposals

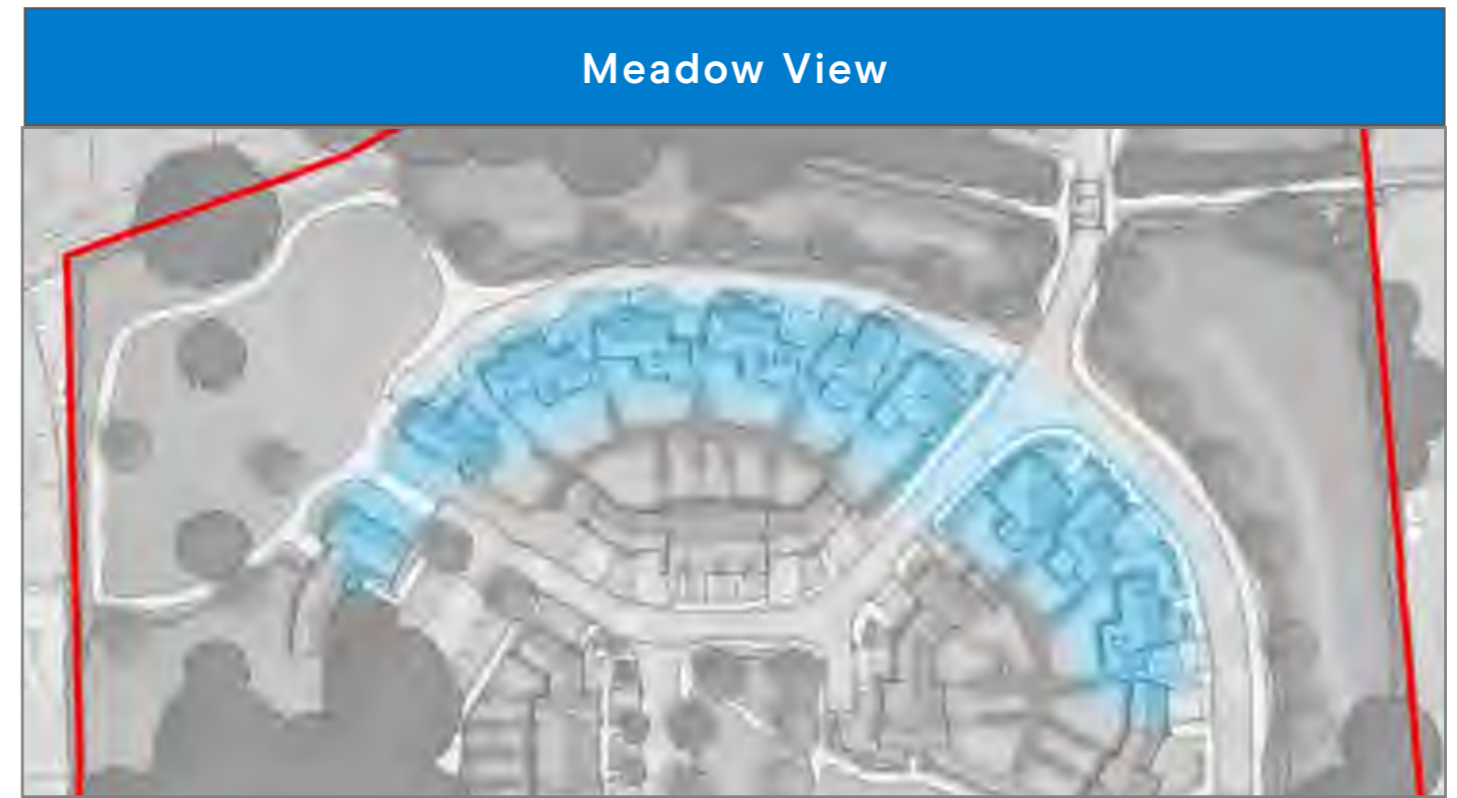
5.9 Illustrative Character Areas

5.9.2 Meadow view

Located within the Lingfield Conservation Area, the character area of Meadow View has been designed principally to respond sensitively to the surrounding context and the existing public right of way footpath to the north.

Properties within this area typically take the form of mid-sized 3 and 4 bedroom detached houses that are orientated to face outward overlooking the areas of public open space between the development and the public right of way footpath.

Precedent & References



Meadow View - 3D Massing Model

5. The Proposals

5.9 Illustrative Character Areas

5.9.3 The Green Corridor

This area comprises the green corridor stretching through the site in alignment with the view to the Church of St Peter and St Paul together with the buildings located on the edge of this corridor. Buildings should be orientated to principally overlook the space and any adjoining routes.

Building design should be varied to provide visual interest to the area, with key buildings on corners to assist in wayfinding or in visually prominent positions given facade treatments with differing materials so they stand out from adjacent built form.

Existing sections of mature hedgerow located within this character area are retained and incorporated in the design.

Precedent & References



The Green Corridor - 3D Massing Model

5. The Proposals

5.9 Illustrative Character Areas

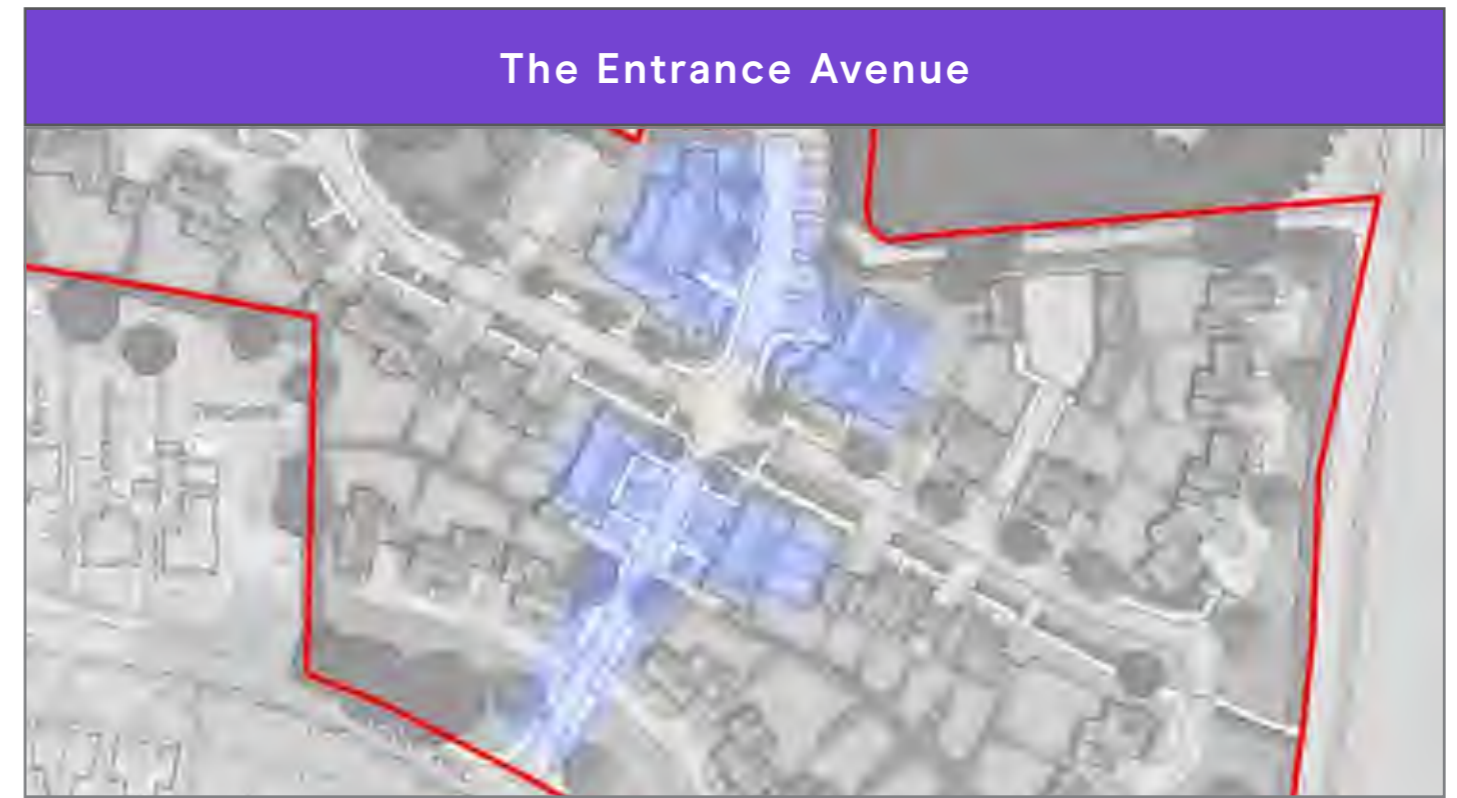
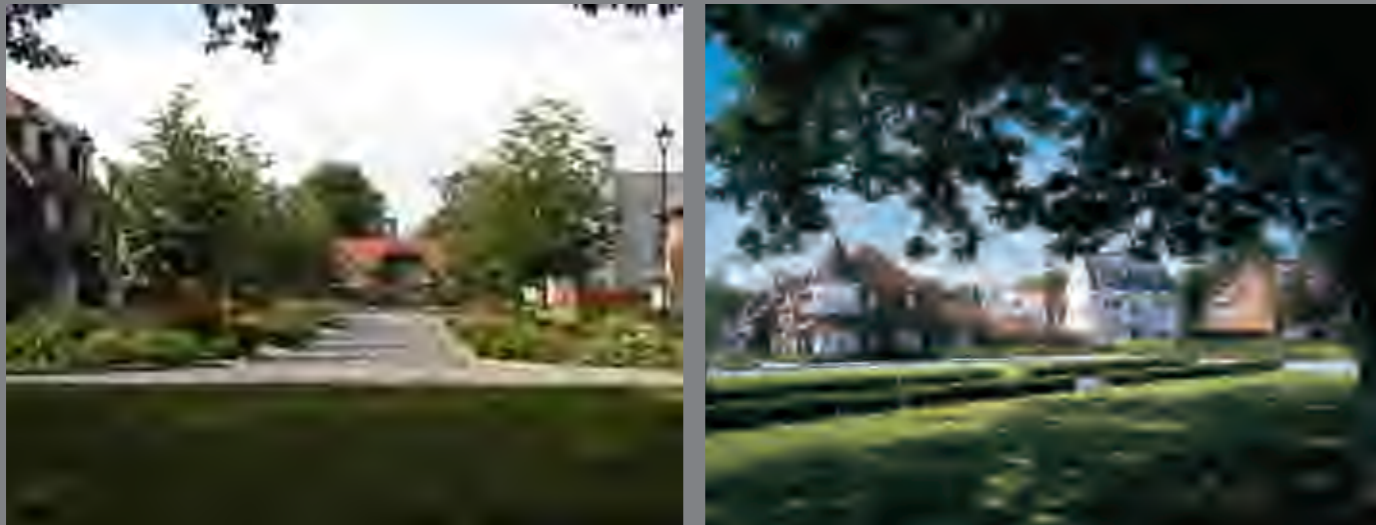
5.9.4 The Entrance Avenue

The Entrance Avenue character area is formed around the vehicular access to the site located on Town Hill and has been designed to utilise the open space between the development line and the existing road to create an attractive entrance feature that is characteristic of lower-density development.

Landscaping is utilised to form a tree-lined entrance boulevard that is oriented to preserve the strategic view towards the oast house located to the north.

Retained trees and new planting alongside the existing road serve to provide screening and to frame the development appropriately upon arrival.

Precedent & References



The Entrance Avenue - 3D Massing Model

5. The Proposals

5.9 Illustrative Character Areas

5.9.5 The Rural Edge

The illustrative character area of The Rural Edge is principally defined by the boundary between the edge of the site and the land located beyond Town Hill and Station Road.

Design and layout in this character area actively seeks to create a clear and defensible transitional boundary by setting back the development edge beyond areas of public open space and green infrastructure.

Properties in this area reflect the transitional rural nature with low-density individual houses that are oriented in a way that is in keeping with the scale and distribution of existing properties located further along Town Hill and Station Road respectively.



The Rural Edge - 3D Massing Model

5. The Proposals

5.10 Illustrative Street Scenes



Illustrative street scene sketch showing entrance to site from the south



Illustrative street scene sketch showing houses on either side of the green corridor looking from the eastern boundary



5. The Proposals

5.10 Illustrative Street Scenes



Illustrative street scene sketch showing view along northern side of green corridor



Illustrative street scene sketch showing view along northern side of green corridor - continued



5. The Proposals

5.11 Illustrative Sketch Vignette



Illustrative sketch vignette

5. The Proposals

5.11 Illustrative Sketch Vignette



Illustrative sketch vignette

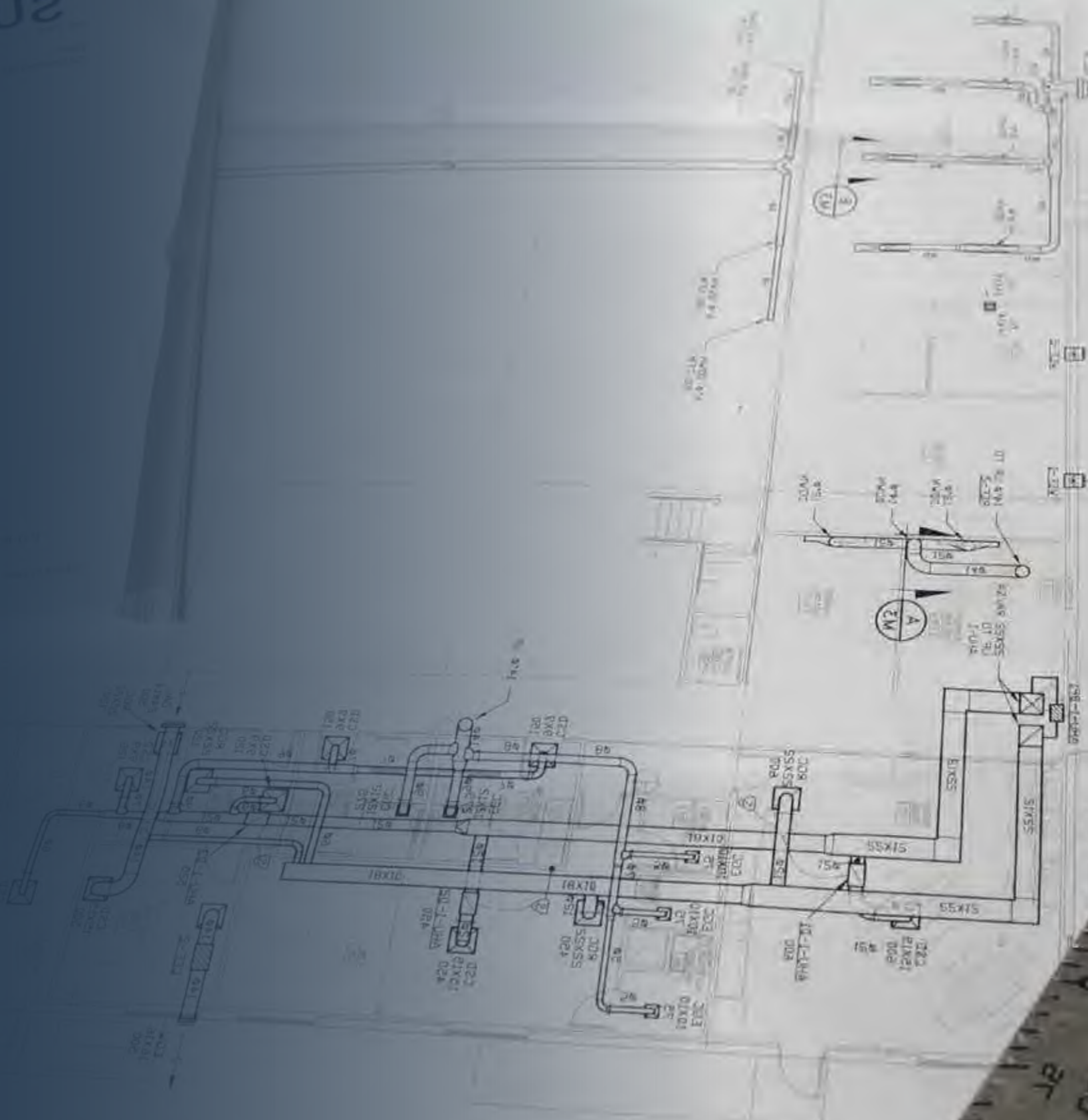
5. The Proposals

5.12 Illustrative Aerial Sketch



Illustrative aerial sketch showing view through the site from the east towards the Church of St Peter and St Paul

6. Technical Appraisal



6. Technical Appraisal

6.1 Access

A Transport Assessment has been prepared by Motion Consultants Ltd. and is submitted with this planning application. Within this is a review of the site's sustainable credentials with regard to accessibility by public transport, which summarises that the site is considered to be highly accessible to sustainable modes of travel and well placed to promote sustainable development. There are a range of infrastructure, facilities and services already in place which, alongside a Travel Plan, would result in a sustainable development where residents have the option to travel by non-car modes from the outset.

With regard to accessibility within the site, road and footpath levels will be designed to meet required standards regarding maximum gradients.

Access between footpaths and parking spaces to access doors will be in full accordance with AD Part M. All external spaces serving the dwellings will be designed to accommodate ambulant disabled and wheelchair access.

The residential accommodation should be designed to comply with Council Policy with regard to provision of dwellings meeting Part M4(2) (Accessible and Adaptable Dwellings) of the Buildings Regulations standards, along with any requirement for a proportion of dwellings designed to meet Part M4(3) (Wheelchair Use Dwellings) of the Building Regulations.

Alongside this, new dwellings will be designed to meet internal space standards as prescribed at national or local level.



6. Technical Appraisal

6.2 Energy & Sustainability Statement

The Sustainability and Renewable Energy Statements that are included with this application consider the sustainability issues relating to the proposed development and set out the commitments of the applicants to the site and the targets to be applied to the development.

The parameters of the development proposal have been carefully designed to give full consideration to the amount of daylight received by potential dwellings through consideration of potential location, orientation and surrounding green infrastructure and it is anticipated that any potential development will utilise certified materials with a low environmental impact.

The proposed water specifications for the dwellings will limit the daily consumption to 105 litres per person, exceeding Tandridge District Council's water target.

The development meets requirements for provision of onsite cycle storage and minimises the car parking provision in line with Tandridge Parking Standards Supplementary Planning Document appendix 1 and 2, encouraging the use of walking and cycling.

A full Site Waste Management Plan will be carried out as part of the development with all requisite recycling and waste facilities provided.

The development will not result in any adverse impact upon any of the protected species or ecology features on and around the site.

Some of the key additional measures that are proposed for the development, in order to promote sustainability are:

- Photovoltaic Panels
- Double-Glazed Windows
- Weather Compensators
- Modern Thermostats
- Low Air Permeability
- LED Lighting



6. Technical Appraisal

6.3 National Design Guide

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The National Design Guide sets out ten characteristics which are based on national planning policy, practice guidance and objectives for good design as shown in the National Planning Policy Framework.

The ten characteristics are described opposite.



THE TEN CHARACTERISTICS

Context

- Understand and relate well to the site, its local and wider context
- Value heritage, local history and culture

Identity

- Respond to existing local character and identity
- Well-designed, high quality and attractive
- Create character and identity

Built Form

- Compact form of development
- Appropriate building types and forms
- Destinations

Movement

- An integrated network of routes for all modes of transport
- A clear structure and hierarchy of connected streets
- Well-considered parking, servicing and utilities infrastructure for all users

Nature

- Provide high quality, green open spaces with a variety of landscapes and activities, including play
- Improve and enhance water management
- Support rich and varied biodiversity

Public Spaces

- Create well-located, high quality and attractive public spaces
- Provide well-designed spaces that are safe
- Make sure public spaces support social interaction

Uses

- A mix of uses
- A mix of home tenures, types and sizes
- Socially inclusive

Homes & Buildings

- Healthy, comfortable and safe internal and external environment
- Well-related to external amenity and public spaces
- Attention to detail: storage, waste, servicing and utilities

Resources





- Follow the energy hierarchy
- Selection of materials and construction techniques
- Maximise resilience

Lifespan

- Well-managed and maintained
- Adaptable to changing needs and evolving technologies
- A sense of ownership

6. Technical Appraisal





6.3 Building for a Healthy Life

| Integrated Neighbourhoods | | | |
|--|---|--|---|
| Integrating into the Neighbourhood | Evaluation | Evidence | Score |
| <p>1. Natural Connections</p> <ul style="list-style-type: none"> Look beyond the red line that marks the extent of the site Identify the places, facilities and services you need to connect to Draw points of connection into and through your site Create well-connected street and path networks with the potential to extend beyond the site Research and respond how nature moves into and out of the site | <p>The Design and Access Statement provides detailed analysis of the local context and identifies the importance of the existing Public Right of Way footpath that bisects the north of the site in providing a link between the historic town centre and the rail station. Section 4 of this document demonstrates how connectivity with the sites surroundings has been a key driver throughout the design process.</p> | <p>Section 2 – Site Context Section 4 – Design Evolution</p> |  |
| <p>2. Walking, Cycling and Public Transport</p> <ul style="list-style-type: none"> Personally visit and interact with the local residents/councillors to understand where Pedestrian/Cycle routes would have the best impact Connect to existing Cycle Networks or begin a new one Encourage walking for small journeys such as school runs and services Ensure that street/path layouts make car-free travel more attractive, safe and convenient Make sure that streets and routes create a well overlooked public realm by having them pass in front of peoples homes Exploit existing or planned public transport hubs | <p>A thorough understanding of surrounding local routes has been conducted by the Design team, and the proposals submitted allow for several key routes to be established through the site that will link to the centre of Lingfield as well as Lingfield rail station and the surrounding pedestrian and cycling network. The illustrative masterplan also proposes that all routes and spaces are well overlooked in accordance with best practice design principles.</p> | <p>Section 2 – Site Context Section 4 – Design Evolution Section 5 – The Proposals</p> |  |
| <p>3. Facilities and Services</p> <ul style="list-style-type: none"> Developments that provide community facilities such as schools, workplaces and parks that respond to community needs Locate new facilities in the best location for walking, cycling and public transport access Consider if improving existing facilities are more beneficial than adding new ones Assess/identify what sport and leisure provisions there is for people of all ages, in particular children, teenagers and old people Create places that improve public health such as public spaces, community buildings and cafés that allow social interaction and where possible encourage physical activities Sustainable drainage schemes that enhance street networks and public spaces | <p>The design principles for the site have been heavily defined by the unique and historic setting and surroundings of the site with public open space, new landscaping and existing green infrastructure utilised extensively in providing screening and distancing in a way that is appropriate to heritage and conservation assets. Additionally the sites designation within the draft Local Plan 2033 is inclusive of financial contributions to multiple specific off-site infrastructure requirements.</p> | <p>Section 2 – Site Context Section 3 – Site Assessment Section 4 – Design Evolution Section 5 – The Proposals</p> |  |
| <p>4. Homes for Everyone</p> <ul style="list-style-type: none"> A mix of housing types and tenures that suit the needs of the local community, including first time buyers, family homes and supported living Maximising opportunities for supported accommodation through placement in relation to active ground floor uses such as shops and other community facilities Caring for the mental health and well-being of residents through access to private outdoor spaces | <p>The proposals within the illustrative masterplan include a good range of property types and sizes, along with careful integration of different tenures to create a socially balanced development that can respond to identified local housing requirements.</p> | <p>Section 5 - The Proposals</p> |  |

6. Technical Appraisal

| Distinctive Places | | | |
|--|--|---|---|
| Creating a Place | Evaluation | Evidence | Score |
| <p>5. Making the most of what's there</p> <ul style="list-style-type: none"> Explore the site and surroundings. Discuss and agree a shared vision with the local planning authority that makes use of existing assets in and around the site Produce conceptual ideas that explore how existing site features can be integrated into the site before settling and producing a site layout Identify any visual connections into, out, through and beyond the site. Working with the topography such as how water flows and pools on the site, exploring how this can be used to enhance biodiversity and character Consider opportunities for natural lighting, cooling and ventilation that does not compromise important urban design principles Ensuring that hedges are not simply retained that prevent a sensible, practical new layout if new hedgerows and tree belts will be more effective Be sensitive to existing developments but avoid creating buffer spaces Using the land form and ground conditions (soil) in a considered way | <p>Key aspects of the site such as the existing public right of way, the Lingfield Conservation Area and adjacent Green Belt land have been principle considerations in developing a set of proposals that make full use of the existing green infrastructure. Extensive topographical form modelling and analysis has been undertaken to ensure that the proposals make the best possible use of the land form in all aspects from prevention of harm to the local setting to sustainable drainage and wider visual impact.</p> | <p>Section 3 – Site Assessment Section 4 – Design Evolution Section 5 – The Proposals</p> |  |
| <p>6. A Memorable Character</p> <ul style="list-style-type: none"> Review the wider area for sources of inspiration. Make use of distinctive local characteristics not only in architectural style and details but through history and culture as well Understand where positive local character comes from, such as streets, land uses, building form and materials that can often underpin the essence of the distinctive character of the settlement Using a local materials palette (where appropriate) can be a particularly effective way to connect a development to a place. Character that is created through the social life of public spaces and encouraging the conditions for activity to happen and bring places to life | <p>The Lingfield Village Design Statement SPG has been fully consulted and townscape, typology and character studies have been conducted which review settlement types, urban pattern and vernacular of the surrounding area. The Character Area proposals make reference to not just the types of building and material selection, but also the street and space typology within the development proposals.</p> | <p>Section 2 – Site Context Section 5 – The Proposals</p> |  |
| <p>7. Well defined Streets and Spaces</p> <ul style="list-style-type: none"> A strong framework of connected and well overlooked streets and spaces Look beyond the plan and illustrative street scenes; what will you actually see and experience walking along the street? Perimeter blocks with clearly defined public fronts and private backs. Building details such as front doors, balconies and bay windows that enliven and add interest to the street, including on apartments and supported living accommodation Carefully considered street corners 3D models and street cross sections that help the viewer understand and test the spacial qualities of a place | <p>The illustrative masterplan proposes a street network that is well linked, includes perimeter blocks with specific buildings placed on corners to provide dual aspect, and a clear definition between the public and private areas. Key spaces are designed within the development that are also well overlooked and allow a seamless transition with the street. Views into the site have been carefully considered from all surrounding areas.</p> | <p>Section 2 – Site Context Section 3 – Site Assessment Section 5 – The Proposals</p> |  |
| <p>8. Easy to find your way around</p> <ul style="list-style-type: none"> Use features such as street types, buildings and landscape to help people create a 'mental map' of a place Effectively using a variety of distinct character areas that help people grasp whether they are on a principal or secondary street For larger sites, it will be necessary to use streets and spaces with different characters to help people to find their way around | <p>Wayfinding and legibility are key principles of the proposals within the illustrative masterplan. The arrival 'sequence' from Racecourse Road has been carefully designed to provide an arrival space from which residents and visitors will be able to travel through to the other areas of the development. Wayfinding principles such as focal buildings and landscape features are provided within the proposals. Character has also been fully considered with differing visions for varying areas of the development.</p> | <p>Section 4 – Design Evolution Section 5 – The Proposals</p> |  |

6. Technical Appraisal

| Streets for all | | | |
|--|---|--|---|
| Street & Home | Evaluation | Evidence | Score |
| <p>9. Healthy Streets</p> <ul style="list-style-type: none"> • Low-speed streets/neighbourhoods with pedestrian and cycle priority • Rethinking the way we distribute street space that enables for better quality cycle provisions • Healthy streets that encourage walking, cycling, outdoor play and safe travel for adults and children • Avoid street designed purely for motor vehicle use and parking • Boulevards and streets with active edges rather than distributor road and bypasses • Well overlooked streets with front doors facing streets and public spaces • Street designs that allow people with mobility and other limitations to use the street confidently and safely. | <p>The street design allows for good surveillance and includes collections of buildings around streets or spaces to promote social interaction. The landscape proposals suggest that subsequent Reserved Matters can propose good quality hard surface materials that can assist in slowing vehicle speeds – the street design also allows for narrowing in places to slow traffic and ensure priority is given to pedestrians and cyclists.</p> | <p>Section 5 – The Proposals</p> |  |
| <p>10. Cycle and Car Parking</p> <ul style="list-style-type: none"> • Provide secure, convenient cycle storage that encourages use for short trips • Integration of car parking into the street environment • Anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking • Avoid confusing car ownership with car usage • Generous landscaping to settle frontage car parking into the street • Shared and unallocated parking | <p>The proposals within the illustrative masterplan include sufficient parking to comply with local requirements. Where required, visitor parking has been provided in accessible locations on main streets and spaces and in parallel form to ensure it does not dominate the street design. Proposals in subsequent Reserved Matters application should ensure that cycle parking is treated with priority in terms of its location and be close to front doors where possible.</p> | <p>Section 6 – Technical Appraisal</p> |  |
| <p>11. Green and Blue Infrastructure</p> <ul style="list-style-type: none"> • Create a strong landscape strategy that is considered throughout the design process and can offer opportunities to reintroduce lost habitats • Create a network of different types of spaces • Weave opportunities for habitat creation such as movement corridors throughout the development • Create food growing opportunities such as allotments and orchards on larger developments. • Have a sustainable drainage 'treatment train' thinking about the 'four pillars', avoiding steeply sided or fenced holes in the ground • Well-overlooked public open spaces with strong levels of natural surveillance. | <p>The proposals for the site have been landscape-led and the Landscape and Visual Assessment has been integral to ensuring that the development is located in an appropriate and respectful manner. A Landscape strategy has been produced for the development proposals that covers the retained trees and hedgerows along with landscape buffers and landscape opportunities within the development area.</p> | <p>Section 2 – Site Context Section 3 – Site Assessment Section 4 – Design Evolution Section 5 – The Proposals</p> |  |
| <p>12. Back of Pavement; Front of Home</p> <ul style="list-style-type: none"> • Clearly define private spaces through strong boundary treatments • Manage changes in level in a way that does not compromise the qualities of the street • Design the space between the back of the pavement and building façades carefully to integrate services, waste storage and utilities cabinets (meter boxes) • Avoid pieces of 'leftover' land that serve no useful public or private function • Outdoor amenity space for apartment buildings, such as a balcony for relaxing or the drying of clothes | <p>The illustrative masterplan provides a range of different settings to the proposed new dwellings; those within the more formal character areas having a tighter and closer relationship to the street than homes in the more informal areas where larger front garden areas are proposed. In both of these situations, subsequent Reserved Matters applications should seek to manage the 'servicing' aspects of the buildings carefully.</p> | <p>Section 3 – Site Assessment Section 5 – The Proposals</p> |  |

6. Technical Appraisal

6.4 Secured by Design

The utilisation of Secured by Design principles as a fundamental part of the design process ensures that the proposals meet best practice for crime prevention.

The proposals can be submitted to the local Crime Prevention Design Adviser during the application process to understand thoughts on the layout and 'macro' issues regarding community safety around the site, such as active frontage, natural surveillance, boundary treatments.

National Guidance

The attributes of sustainable communities are identified which are of particular relevance to crime prevention within Safer Places: The Planning System and Crime Prevention. These attributes and how the development of the site responds are set out below:

Access and Movement

The development will achieve safer access and movement by ensuring that primary routes for pedestrians, cyclists and vehicles are direct and lead to where people want to go, with as little segregation as possible. Where footpaths are required, they are as straight and wide as possible and overlooked by surrounding buildings.

The movement framework is based upon a pattern of streets and shared spaces, removing the need for underused alleyways, short-cuts, footpaths and a large number of minor access points that can become vulnerable to, or facilitate crime.

Structure

The development is structured to give careful consideration to the relationship between existing dwellings with the proposed new houses.

As few as possible sides of the buildings will be exposed to the public realm. Active frontages will be provided onto streets a movement framework that focuses people and vehicles on to well defined routes. Defensible space will be provided by private or communal gardens that can only be accessed from the surrounding buildings.

Continuous frontages will also reduce the opportunities for graffiti on blank façades, such as gable ends.

Surveillance

Spaces will be overlooked by buildings or uses, with windows and doors facing onto the street where possible to create an active frontage with surveillance.

Ownership

A clear distinction will be provided between public, semiprivate/communal and private spaces. This is achieved using appropriate demarcation such as fences walls or hedges. Careful selection of these demarcations is proposed in order to achieve the appropriate aesthetic and feel for an area.

High fences, walls and landscape treatment that actively impede access are most appropriate in places that are vulnerable to crime, such as the back of dwellings, and have been provided accordingly. Railings and hedges will be used to signify the public / private divide.

Physical Protection

These security measures will be installed without compromising the quality of the local environment. Crime prevention measures that adversely affect the way a place looks and feels can undermine the aim of safe and sustainable communities.

Measures, such as grilles and barbed wire, are often unattractive and increase the fear of crime by suggesting that an area is unsafe.

The main aim for the development is to plan in security from the outset.

Activity

The public realm will be designed to ensure it is well overlooked by the surrounding properties, with habitable room windows ensuring surveillance throughout the day.





7. Conclusion

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Careful consideration has been taken to help formulate the parameters of a development which would sensitively provide new homes whilst respecting and integrating with the Lingfield Conservation Area and successfully demonstrates the following:

- *A comprehensive period of assessment and consultation has been successfully undertaken which shows that the fundamental principle of development as it relates to this site can be considered suitable, achievable and fully deliverable.*
- *The proposals fully consider the Lingfield Conservation Area and the principles and objectives of the Lingfield Village Design Statement and seek to provide local benefits to the public realm including enhancement and integration of the existing public right or way footpath together with high-quality open spaces.*
- *A lasting commitment to protection and enhancement of the existing landscape character and biodiversity through the retention, enhancement and strengthening of existing trees, vegetation and hedgerows, in addition to providing new planting and landscaping.*
- *Through comprehensive flood risk assessment, a proposed drainage strategy has been developed that utilises a combination of different Sustainable Drainage Systems to ensure that flood risk is not increased to downstream receptors (and more than likely reduced), as well as providing amenity features for recreation and biodiversity.*
- *A considered approach has been applied in formulating the quantum and form of the development proposals ensuring that new housing is provided based upon Tandridge District housing assessments and serves to meet local needs.*
- *The access proposals for potential development represent safe access and transport infrastructure improvements whilst actively promoting a highly permeable layout that would enable creation of a fully connected and accessible community and ensuring safe and easy movement by all.*
- *The development proposals represent a high quality approach to design that fully acknowledge the location of the site and the transition between the existing settlement of Lingfield and the surrounding land, and seek to create a permanent and defensible Green Belt boundary in future.*
- *The development proposals demonstrate how character areas and amenity space can be utilised to successfully and sensitively achieve a sense of integration with both the village and the surrounding rural landscape.*
- *The development proposals show a successful approach to crime prevention and risk reduction through considered design and fundamental utilisation and incorporation of Secured by Design principles.*
- *The proposed development is sited in a highly accessible location that would enable the creation of a sustainable community that successfully integrates with and enhances the built character of Lingfield whilst acknowledging the historic past of the town through considered design.*



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