RBBC Local Character & Distinctiveness Design Guide Supplementary Planning Document

June 2021

Reigate & Banstead
BOROUGH COUNCIL
Banstead | Horley | Redhill | Reigate

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1. Introduction

1.1. Reigate & Banstead is a distinctive borough. It contains three main geological areas which historically have provided contrasting building materials together with a range of tree and shrub types, leading to its varied landscape character. The borough also fringes London, resulting in grand homes built in the nineteenth and early twentieth centuries for city businessmen; and stretches right down to the Sussex border.

1.2. The character and local distinctiveness of Reigate & Banstead is part of what makes the borough special. The borough has distinctive town centres, landscapes, parks, historic buildings, character areas, conservation areas, open spaces and listed buildings which all play an important role in defining the local sense of place, character and distinctiveness.

1.3. At a time when there is demand nationally for additional housing, it is important to ensure that development addresses the local character and distinctiveness of its surroundings in relation to its immediate vicinity and also the broad locality within which it is located, taking into consideration local topography and accessibility to local services. Although this SPD is directed at residential and mixed use developments, it is also applicable when designing commercial developments, particularly in terms of the use of local building materials and native trees and shrubs in landscaping. As highlighted in Figure 1 below, to ensure good standards of design, this Supplementary Planning Document (SPD) has been produced to assist:

- **Landowners, developers and agents** considering potential development proposals;
- **Householders** considering residential conversions, alterations and extensions;
- **Designers** drawing up schemes;
- **Developments Management Officers** assessing the suitability of proposals when determining applications; and

- **Town and Parish Councils** and residents commenting on planning applications

Figure 1: Intended users (source: Arun Design Guide 2020)

Status

1.4. The SPD does not form part of the development plan and does not introduce new policy, but instead provides detailed guidance to accompany the policies in the Council's Local Plan. Upon adoption, it is capable of being a material consideration in the determination of planning decisions. Figure 2 below explains the role of the SPD within the planning and development process.

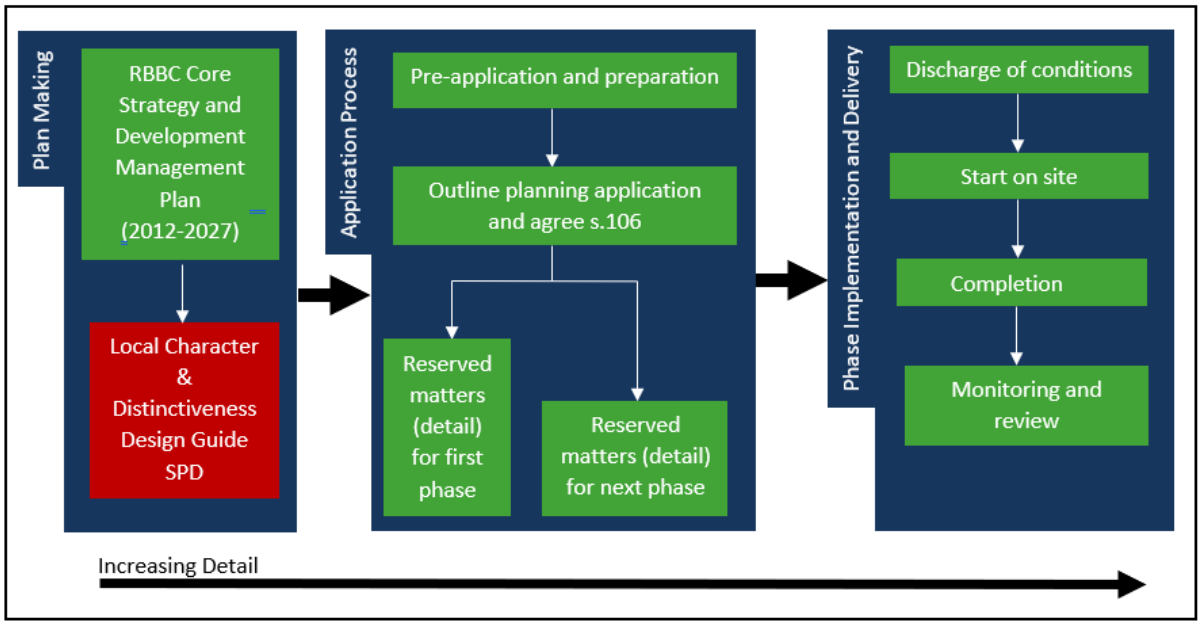


Figure 2: SPD in the context of the planning and development process

1.5. The SPD is a revised version of the Local Distinctiveness Design Guide SPG (2004), which has originally been prepared in association with Atkins

Consultants, involving Counicllors, Residents Associations and Amenity Groups.

Purpose of the SPD

1.6. This SPD:

- Analyses character types and general design principles;
- Outlines and illustrates design solutions;
- Provides guidance on how to avoid poor design;
- Provides a consistent approach to assessing planning applications; and
- Includes examples of how new development can be designed to reflect local distinctiveness whilst responding to national and local policy.

How to Use This Guidance

1.7. This guide is intended as a useful source of information to all involved in the development process. It is not intended to be prescriptive and cannot substitute for the use of qualified architects, landscape architects, planners and urban designers. It sets out principles within which design creativity can be explored. It has been arranged into six separate chapters (see Figure 3 for details).

Figure 3: Structure of the SPD

2. Design Process

2.1. There are many factors to consider in designing a successful scheme, including the nature of the site itself, its surroundings, community needs and opinions, good design principles and local policies. These must sit in the context of viability, marketability and technical standards. To ensure that each of these considerations are given the attention they deserve, this chapter sets out a series of stages to help achieve good design (see Figure 4 below).

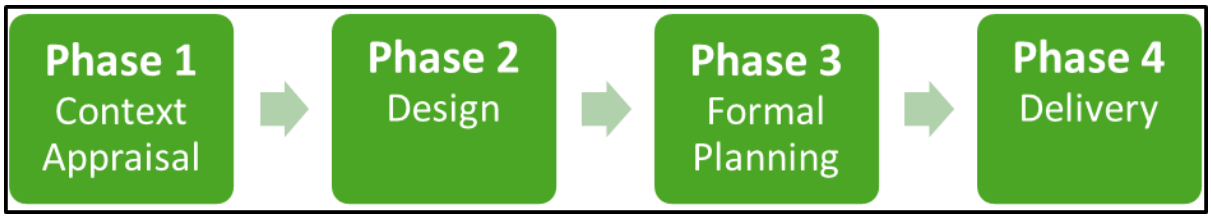


Figure 4: Recommended Design Process

Phase 1: Context Appraisal

2.2. Prior to purchasing a possible development site, it is important to appreciate its strength, weaknesses and potential, taking into account the surroundings as well as the nature of the site itself. Fully understanding the site and all of its opportunities and constraints ensures that the context can be respected, allowing to make the best use of land and to enhance the local area. It will also enable effective budgeting and help to reduce the risk of paying too much for the site.

2.3. Context is recognised as one of the 10 characteristics of well design places. The National Design Guide[1] states that 'an understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities.'

2.4. The level of detail required in each context appraisal will depend on the scale of development and the sensitivity of the site or location. In all cases, a visit of

[1] National Design Guide, paragraph 39

the site and its surroundings as well as a desktop review of existing information should be undertaken. For larger or more complex sites, the context appraisal may require more detailed studies, reflecting knowledge gained from engaging the local community on the significance of the site, any past or existing features, facilities, services and connections that are important.

2.5. The following factors should be taken into consideration when conducting a context appraisal:

- **Environmental Characteristics** – habitat, hedges, trees, landscape character, land forms, topography, flood risk, drainage on and surrounding the site.
- **Built Form and Materials** – Built form, materials, styles, forms and heights of existing buildings on and surrounding the site.
- **Historic and Local Distinctiveness** – Historic buildings, boundaries, space and features on and surrounding the site.
- **Functional and Infrastructure** – How infrastructure and facilities are used in the area, including existing activities and functions in the vicinity of the site; existing pattern of uses, footpaths, cycle paths, public transport connections, roads, employments, health, education and community facilities as well as open spaces on and surround the site.
- **Planning Policy Context** – Consideration should be given to local and national planning policy and local supplementary planning documents. It is also advisable to check the planning history of the site and any relevant sites nearby, as it may be a relevant consideration in the determination of an application.
- **Engagement** – Early engagement especially with the local community, Reigate & Banstead Borough Council, stakeholder responses to relevant previous proposals on or near the site.

Phase 2: Design

2.6. Development that respects and responds to its context will almost always be more appropriate and will also be easier to integrate with the surrounding area. This does not however mean that new development needs to look exactly the same as other houses in the area. High quality innovative design, that respects the local vernacular could provide a welcome addition to the neighbourhood, further enhancing its character. It is recommended to retain key architects and designers throughout the process, including discharging planning conditions and into the implementation stages to ensure that the design concept and standards are maintained.

2.7. During the initial design stages, it is good practice to use the outcomes of the context appraisal to establish design principles for the amount, scale, layout, connections, public open space, landscaping, green corridors, biodiversity, drainage and appearance of proposals. For major developments, it is advisable to consult the community, stakeholders and Reigate & Banstead Borough Council on a series of alternative initial masterplan proposals before selecting the best option to work up in more detail.

2.8. Using the feedback from the pre-application engagement with community and the Council, the details of the preferred masterplan should be drawn. Consideration should be given to refining the development zones and blocks, building heights, materials and landscaping approach. For larger or more complex schemes there should be opportunities for the local community to be engaged on possibilities and timescales and further pre-application consultation with the council should be undertaken.

Phase 3: Formal Planning

2.9. As part of a planning application for development, the applicant will need to submit a range of supporting documents. These include clear plans and drawings and, in many cases, a Design and Access Statement. The range of supporting documents required as a part of planning application will vary based on the type and complexity of the proposal. Please see the national

planning practice guidance[2] and the Council's Local Validation List[3] for a detailed list of specific validation requirements.

Phase 4: Delivery

2.10. Following the grant of planning permission, for schemes liable to Community Infrastructure Levy (CIL) it will be necessary to submit CIL forms to the Council before works commence. It will also be necessary to provide technical details to the Highway Department for those roads which are adopted. Consideration must also be given to ensuring the maintenance and long term stewardship of the public spaces and features of the development.

2.11. It is advisable to maintain a close relationship with both Reigate & Banstead Borough Council and the community even once the approvals are in place to ensure that the approved scheme is successfully delivered and lived in.

2.12. Once the scheme is completed and occupied, a post-delivery review could provide a useful tool for designing future schemes, taking into account comments from new occupants, local community and the planning department.

[2] www.gov.uk/guidance/making-an-application
[3] www.reigate-banstead.gov.uk/info/20279/making_an_application/116/local_validation_list

3. Policy Context

3.1. To help understand how good design principles fit within the local setting, this chapter outlines the national and local planning policy context.

National Policy Context

National Planning Policy Framework

3.2. The revised National Planning Policy Framework (NPPF) recognises the importance of well-designed communities, stating that "the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve." It identifies good design as one of the key aspects of sustainable development and recognises that being clear about design expectations, and how these will be tested, is essential for achieving well designed places. Paragraph 127(c) of the revised NPPF states that development should be 'sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). The revised NPPF states[4] that "to provide maximum clarity about design expectations at an early stage, plans or SPDs should use visual tools such as design guides and codes."

National Planning Practice Guidance

3.3. The national Planning Practice Guidance (PPG)[5] says that local design guides should "set out the general design principles and standards that development proposals should follow in the area, building on policies in the development plan." The design guides "should be informed by the 10 important characteristics of good places set out in the National Design Guide[6] and need

[4] NPPF paragraph 126
[5] PPG paragraph 005 Reference ID: 26-005-20191001
[6] www.gov.uk/government/publications/national-design-guide

to be shaped by a clear understanding of the local area's qualities and opportunities."

National Design Guide

3.4. The National Design Guide provides a structure that can be used for the content of local design guides. It advises that all design guides should set out a baseline understanding of the local context and an analysis of local character and identity and that this may include (but not be limited to) the contribution made by the following:

- The relationship between the natural environment and built development;
- The typical patterns of built form that contribute positively to local character;
- The street pattern, their proportions and landscape features;
- The proportion of buildings framing spaces and streets; and
- The local vernacular, other architecture and architectural features that contribute to local character.

3.5. The National Design Guide identifies ten characteristics that well-designed places have (see Figure 5 for details).

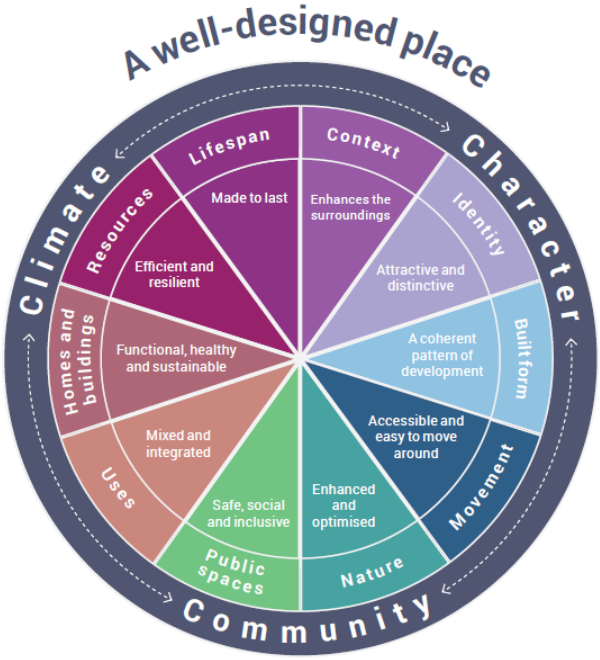


Figure 5: The ten characteristics of well-designed places

3.6. Applications for development within the identified aerodrome safeguarding zone must consider aerodrome safeguarding requirements. These requirements cover a number of aspects including tall structures building/structure heights/crane heights, wind turbines and solar installations, blue and green infrastructure, and lighting, taking account of the Town and Country Planning (Safeguarding Aerodrome, Technical Sites, and Military Explosives Storage Areas) Direction (2002). More information is available on the Gatwick Airport website

3.7. Other useful documents include Living with Beauty (Building Better, Building Beautiful Commission (2020)[7], Sports England & Public Health England Active Design Guide (2015)[8] and Homes England Building for a Healthy Life (2020)[9].

[7] https://www.gov.uk/government/publications/living-with-beauty-report-of-the-building-better-building-beautiful-commission

[8] https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design

[9] https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf

Local Policy Context

3.8. In accordance with paragraph 124 of the revised NPPF, the Council's Local Plan (comprised of the **Core Strategy** and the **Development Management Plan (DMP)**) sets out a clear design vision and expectations (see Figure 6 for details).

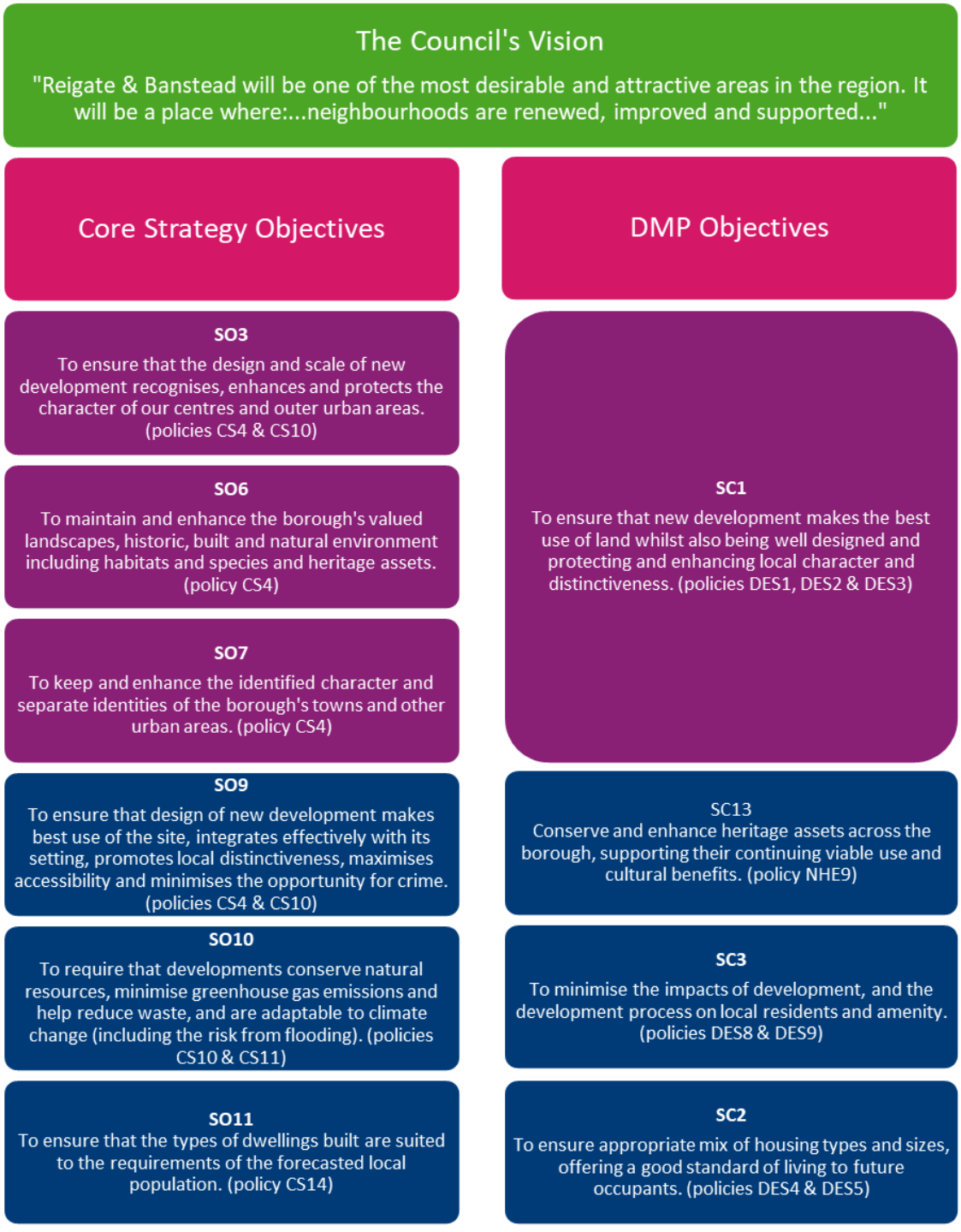


Figure 6: Overview of the Council's design vision and objectives

3.9. To enable delivery of the above objectives, the Council's Local Plan sets out a number of key design policies governing the development within Reigate & Banstead. An overview of relevant Core Strategy and DMP policies can be found in Appendix 1.

3.10. In addition to the Local Plan and national guidance, other local policy documents can provide useful guidance when making an application for a new development.

3.11. **Householder Extensions & Alterations SPG**[10] adopted by the Reigate & Banstead Borough Council in 2004 sets out guiding principles for small scale householder development. A draft **Climate Change and Sustainable Construction SPD** is currently being prepared. Once adopted, it will provide a detailed guidance on the issues of sustainability and will contain a 'Sustainability checklist' that will enable applicants to ensure all necessary information are provided within their application.

3.12. When submitting a development proposal within a conservation area, some additional issues may need to be considered. Useful guidance can be found on the council's website[11], including draft **Conservation Area Character Appraisals** for all individual conservation areas within the borough.

[10] www.reigate-banstead.gov.uk/info/20088/planning_policy/1103/supplementary_planning_documents_and_supplementary_planning_guidance_2020/2

[11] www.reigate-banstead.gov.uk/info/20084/conservation/97/about_conservation_areas

4. Local Character and Distinctiveness

4.1. This chapter provides an overview of the local character and identity of the borough to help ensure that within areas where development is acceptable, development is of a high quality which respects the character and appearance of its immediate vicinity and broad locality. It should however be noted that as stated in DMP Explanatory Paragraph 2.1.6, innovation and originality in design will be supported where appropriate visual reference is made to the locality and where local amenity is respected.

4.2. Identity forms an important characteristic of well-design places. 'The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses. Local character makes places distinctive and memorable and helps people to find their way around.'[12]

Development of the Landscape

4.3. This section describes the geology and landform of the borough and their influence upon the landscape character and its modification over the centuries. It also describes the influence of the geology upon the locally distinctive settlement patterns and the use of building materials.

Geology and Landform

4.4. The borough straddles one of the main geological units of south-east England, the Weald. The Weald extends between the Thames and the Channel coast. Rocks were laid down as sediments over a period of 100 million years, and these layers of strata were later folded into a dome. Erosion of this dome, the development of river systems and changes during the Ice Ages have left the edges of these layers exposed. Formations of different rocks run roughly east

[12] National Design Guide, paragraph 50

to west in a series of relatively narrow bands (see Figure 7 for details).

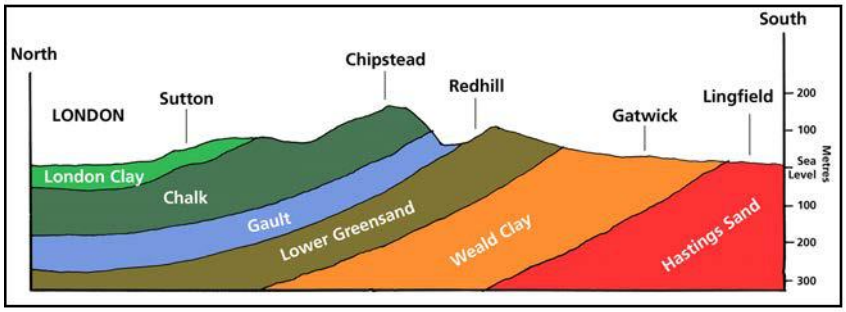


Figure 7: Geological formations in the South East

4.5. The more resistant sandstones and chalk, which alternate with clays in the rock sequence, stand up as hill ranges above the general lowland level. The northern chalk and Greensand escarpments face the Wealden clay to the south of the borough. Figure 8 shows the terrain map of the borough.

Figure 8: Terrain map of Reigate & Banstead, showing north of downs the smooth chalk downs but with the dry valleys to east, the North Downs ridge, the Greensand hills ridge south of Reigate and the flat weald of Horley.

Landscape Areas

4.6. The geology of Reigate & Banstead attracted several extractive industries in the area, such as the Upper Greensand at Merstham yielding hard calcareous building stone, sand was extracted in the Folkestone Beds and lime from Reigate Hill Chalk Pits. The clays in the borough have also provided the characteristic roof tile, tile hanging and brickwork. These locally available materials have influenced the traditional housing and features in the borough.

4.7. There are three main geological areas within the borough, which have historically provided contrasting building materials together with a range of tree and shrub types: the North Downs, Wealden Greensand and Low Weald (see Figure 9 for details).

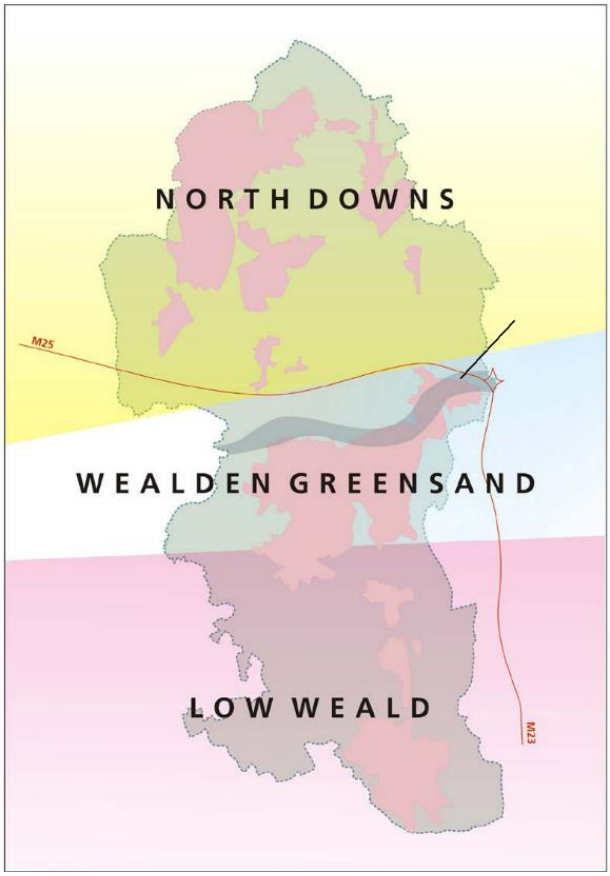


Figure 9: Landscape Areas

North Downs

4.8. The chalk escarpment of the North Downs runs east across Surrey and Kent to the coast at Dover. The south facing scarp forms a prominent landscape feature within the borough. The calcareous soils on the steep south facing slopes support a natural cover of downland, scrub and woodland. The top of the chalk plateau to the north of the borough is extensively covered with deposits of clay-with-flints; these non-calcareous soils support a patchwork of woodland and heath, for example Banstead Heath. The dip slope is dissected by a complex pattern of dry valleys.

4.9. Settlements along the Downs were small and widely scattered, with pre-Victorian hamlets located on lanes which follow the former drove roads, for example Chipstead. A significant proportion of former agricultural land was developed with 1930s – 1950s housing estates, for example at Banstead, Tadworth and Burgh Heath. There are also planned low density suburbs set within woodland at Walton-on-the-Hill and Kingswood.

4.10. The proximity of these settlements to areas of high-quality landscape, generates pressure from recreation and in places urban fringe developments. Much of the North Downs is designated Green Belt, Area of Outstanding Natural Beauty (AONB) or Area of Great Landscape Value (AGLV), which have successfully protected the Downs from development and retained its rural character.

4.11. Straddling the transition from the North Downs to Walden Greensand, there is a narrow strip (not more than half a mile) of Gault Clay, a medium to dark blue-grey clay from which yellow bricks are produced.

Local Vernacular

4.12. Materials on traditional buildings, such as one showing in Figure 10, include flint walls framed with rich orange-red bricks and tiles. Boundaries are defined

by hedges often hawthorn, sometimes holly and flint walls.

Figure 10: Traditional building in the North Downs

4.13. Verges are typically informal and left unkerbed away from built up areas. The narrow strip of Gault Clay straddling the transition from the North Downs to Wealden Greensand produced yellow bricks characteristic of the area, coloured with chalk.

Wealden Greensand

4.14. The Wealden Greensand east and west of Reigate forms a narrow band of low hills running parallel to the North Downs. This area is much more urbanised than the rest of the Greensand in Surrey and Kent. A line of villages and towns straddle the ridge, linked by the A25. Open heath remains only at Reigate Heath, where the western suburbs of the town merge into areas of common land. The Greensand Ridge is part of an AGLV.

4.15. The chalk scarp and the sandstone of the Lower and Upper Greensand formations have been extensively mined and quarried for building stone. The Lower Greensand between Dorking and Godstone has been quarried for high quality sands. Many exhausted quarries have been infilled with rubbish, but several still remain, the bright orange of the sand pits making them quite noticeable and this in turn has degraded the landscape around Redhill and Merstham.

Local Vernacular

4.16. Materials used on traditional buildings include red brick and Greensand stone walls, red tile roofs (see Figure 11) and distinctive hung tile elevations. Boundaries are defined by occasional brick and Greensand stone walls, but mostly hedges and shrubbery.

Figure 11: Red tile roofs of Wealden Greensand

4.17. Perhaps the most famous Surrey building stone, Reigate Stone, came from the very narrow beds of the Upper Greensand immediately south of the chalk escarpment. Grass roadside verges are sometimes banked and enclosed by hedges.

Low Weald

4.18. The Weald was once one vast Oak forest, which stretched westward from the Downs behind Folkestone and Dover for 200km into Hampshire. Though much of the dense forest that gave the region its name of Weald has vanished, woodland is still abundant. By the thirteenth century, most of the woodland within the Weald was managed as coppice with standards or as wood pasture.

4.19. Many of the Wealden fields were cut directly from the wood, leaving narrow strips of woodland known as shaws. A number of richly varied ancient woodlands remain where ash, small-leaved lime and wild service tree occur in distinct communities. Hazel coppice is common. The enclosures of the seventeenth to nineteenth centuries led to new plantations of oak.

4.20. The high iron content of Wealden clay produced bricks of a strong orange red colour. Brick and tile farm buildings and black weatherboard barns add character to the landscape. The place names of these small villages refer to natural features, as in the case of leigh or ley (a woodland clearing), or hurst (a wood).

4.21. Settlements in the Weald today tend to be very small and scattered: groups of houses along the roadside, rather than nucleated villages. The main London to the south coast road and rail links serve the Low Weald and have acted as a catalyst for urban development around Redhill and Horley. The development of Gatwick Airport since the 1950‘s has added a further transport influence. The importance of the airport has led to the rapid growth of Horley, particularly, which has exerted significant pressures on the urban fringe.

Local Vernacular

4.22. Many of the buildings in the rural parts of the Low Weald are built of the local orange-red brick and are mostly tile hanging. Traditional Surrey roofs have a steep roof pitch. Older houses are half-timbered, with roofs of hand-made clay tiles. Black weatherboarded barns with gabled roofs are common. Boundaries are typically enclosed by low, square cut hawthorn hedges with hedgerow lined with oaks and field maples. Grass roadside verges are often unkerbed and informal – hedgebanks and ditches beyond the verge are also common.

4.23. For further details, see also the Surrey Character Assessment (2015)[13] and the Surrey Hills AONB Management Plan 2020 – 2025[14].

[13] https://www.surreycc.gov.uk/land-planning-and-development/countryside/strategies-action-plans-and-guidance/landscape-character-assessment

[14] https://www.surreyhills.org/wp-content/uploads/2019/12/Surrey-Hills-Management-Plan-FINAL.pdf

Urban Settlements

4.24. Within the borough, there are four main settlements – Banstead, Horley, Redhill and Reigate, and a range of smaller settlements – all of which have different characters and histories (see Figure 12).

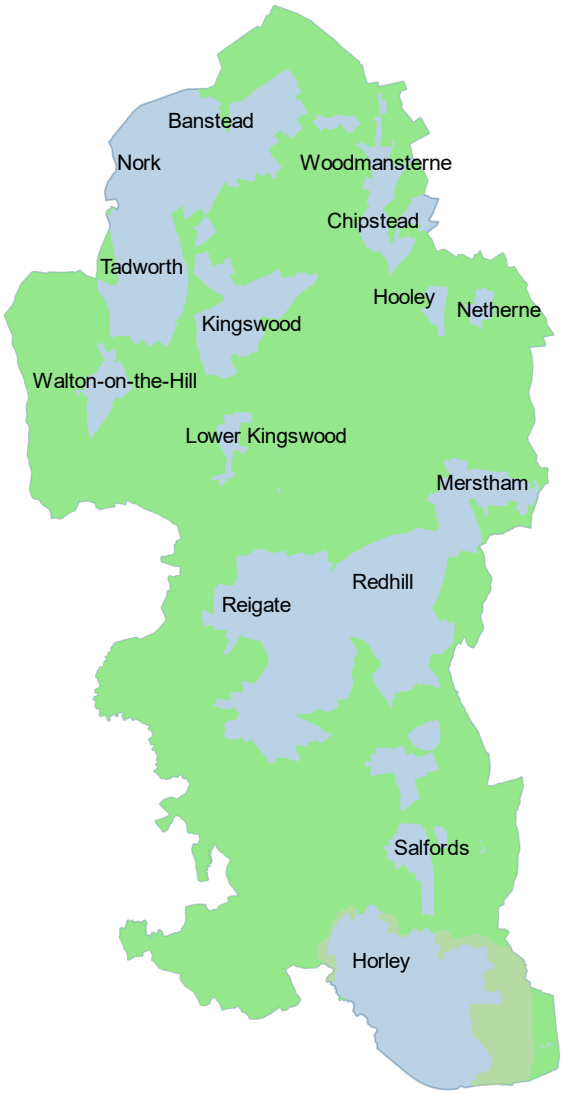


Figure 12: Borough's main urban settlements

Banstead

Figure 13: Banstead High Street

4.25. Banstead was originally a medieval settlement, with an agricultural community. This changed in the 17th century, when Banstead acquired a reputation as a health resort and offered riding, hunting, shooting and horse racing. In the 18th century large houses were built, providing additional employment for the villagers – Nork House, Garratts Hall, Banstead Place, Rooks Nest, and Yewlands.

4.26. Access to London via the railway in 1865 attracted commuters from the developing residential area. Subsequently improved road travel in the 1920s, resulted in the building of thousands of 'desirable residences' on the large estates which were sold off. Winkworth Road was built in 1931/32 and took traffic away from the High Street. The character of Banstead town centre today reflects 1930s-1950s development with few buildings which pre-date the 20th century.

Figure 14: Banstead High Street 1910 and circa 1987 illustrating Loss of Village Character
Source: Banstead Then and Now
Photographs courtesy of Banstead History Research Group

Reigate

Figure 15: Reigate Town Centre

4.27. Reigate was built as a planned town before 1170, after the Warennes built Reigate Castle and the later establishment of an Augustinian Priory in about 1230 saw the settlement expand. The distinctive Old Town Hall was constructed in 1728 and is still a prominent feature of the town centre.

4.28. In terms of communications, the road from Reigate to Brighton was turnpiked in 1755. Reigate Station opened in 1849 and by 1860 many houses were built to accommodate “commuters” who travelled to work in London.

4.29. ‘The Great Sale of Reigate’ in 1921, gave people the opportunity to purchase shops, hotels, businesses and homes. This led to the reconstruction of the town and many fine Georgian properties were demolished. Reigate as a commuter town has continued to grow with considerable amounts of infill development.

Figure 16: Reigate Church Street c.1965 Source: Francis Frith’s Redhill to Reigate Copyright: The Francis Frith Collection, SP3 5QP

Redhill

Figure 17: Redhill Town Centre

4.30. Redhill, in the early 19th century a hamlet, initially grew along a road from Gatton Point through to Salfords, slightly to the north west of Redhill town centre, called Warwick Town. Little remains of this settlement, other than place names, such as Warwick Quadrant.

4.31. Redhill started to grow with the introduction of the London to Brighton railway line, and the building of the station in 1841 to provide housing for both railway workers and commuters. Branch lines linked Redhill to Ashford and Guildford, reinforcing Redhill's development as a town.

4.32. Since the 1960s, the character of Redhill town centre has changed significantly with the loss of many of its original buildings during the town centre redevelopment of the 1960s – 1980s and in more recent times with the development of larger office blocks and higher density residential/ mixed-use development.

Figure 18: Redhill Town Centre 1899
Copyright: The Francis Frith Collection, SP3 5QP

Figure 19: Redhill Town Centre in the 1990s
Photograph courtesy of East Surrey Then and Now by Mark Davison

Horley

Figure 20: Horley Town Centre

4.33. Horley, formerly a small nucleated centre which centred around the present day area of Church Road with Horley Row to the north. The town did not expand significantly until Horley railway station was built in 1841. The small village was well placed, half way between London and Brighton. At this time the character of the village changed and by the 1890s the village had become very popular and attracted developers. Horley is now adjoined by Gatwick Airport. Successive waves of expansion include more recent developments in adjoining rural areas.

Figure 21: Six Bells, Horley, early 20th century
Source: East Surrey Then and Now
Photograph courtesy of East Surrey Then and Now by Mark Davison

Figure 22: Horley High Street 1960s. Image source: Francis Frith

5. Key Periods of Development and Character Areas

5.1. In addition to the three distinct landscape types within the borough (North Downs, Wealden Greensand & Low Weald), the settlements within Reigate & Banstead have been greatly influenced by the development of the railway in the 19th century. Prior to that, the borough was largely agricultural with the settlements of Banstead, Horley and Reigate dating back to the Saxon period.

5.2. The more recent waves of development include Victorian suburbs built alongside the railway, primarily in Reigate, Redhill and Horley, while Victorian/ Edwardian development in the north of the borough was more limited. Major new areas of residential development occurred before and after the Second World War, as these formerly outlying settlements became increasingly popular with commuters. Development since the 1930s – 1950s can be broadly characterised by common aspects of their built form and layout, which responded to housing needs of the time.

5.3. This chapter illustrates seven character types, based on the form and period of development. These character types are summaries in Figure 23 below. Figure 24 shows these character areas on a map of the borough. Please note that the areas shown on the map refer to a general area and there may be individual streets within that area that do not necessarily fit within those specific characteristics due to redevelopment etc. Please also note that Conservation Areas are subject to constant review and the Council's website[15] should be referred to for most up to date Conservation Areas boundaries.

[15] https://www.reigate-banstead.gov.uk/info/20084/conservation/97/about_conservation_areas

Figure 23: Character areas within Reigate & Banstead

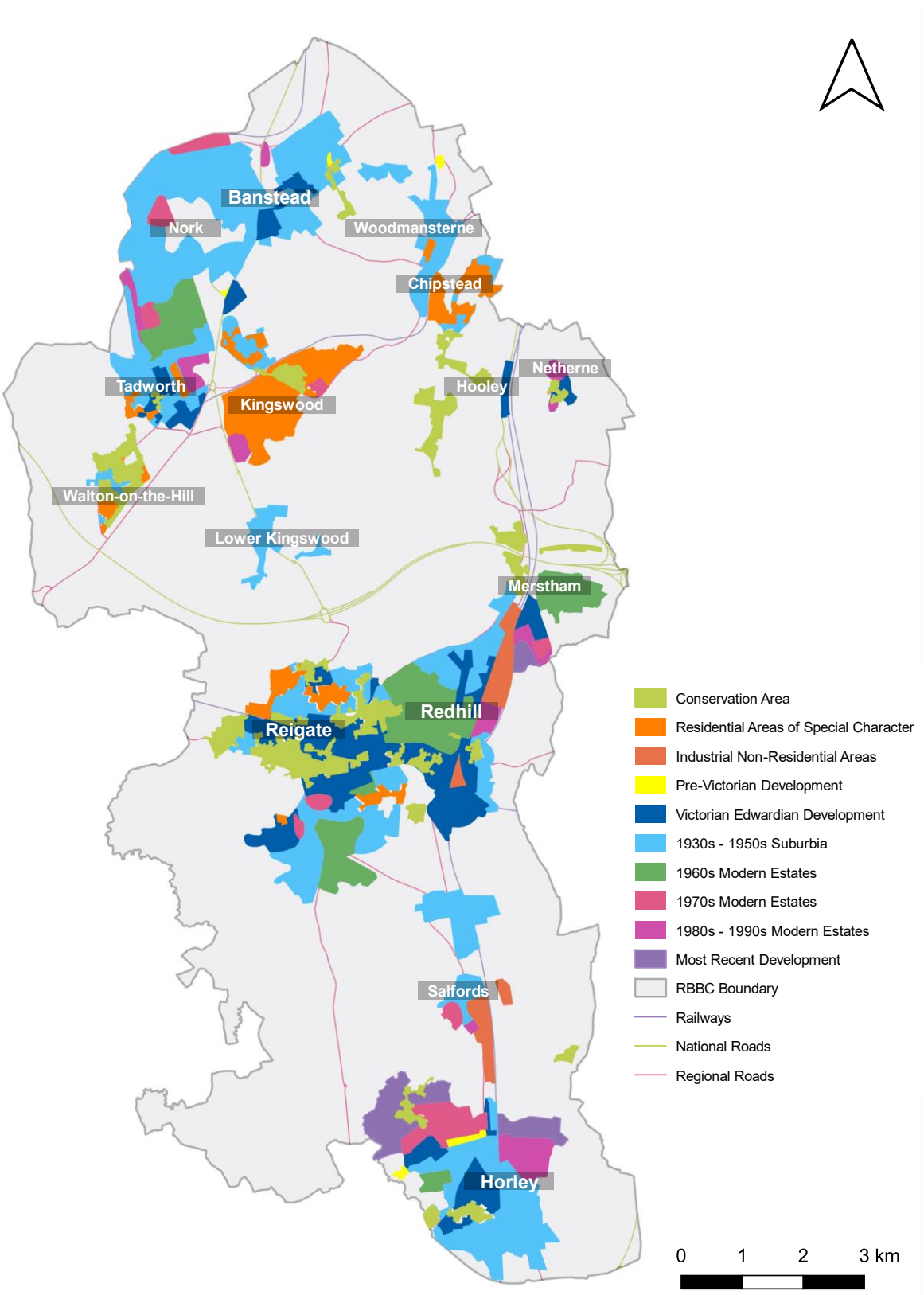


Figure 24: Map of character areas

Pre-Victorian Housing Including Village Centres

5.4. Walton on-the-Hill (see Figure 25) and Chipstead are example of pre-Victorian settlements which date back to pre-12th century. These centres contain buildings which reflect the Surrey vernacular.

Figure 25: Walton on the Hill

5.5. This traditional form of architecture influenced numerous architects who by the end of the 19th Century were handling the Surrey vernacular with flair. A pioneer in this movement was Norman Shaw. The chief inspiration for this new type of small country home was the Surrey farmhouse.

5.6. The most inspired creator of the “Surrey Style” was Edwin Lutyens, the most fashionable country house architect of his day, who with Gertrude Jekyll brought about one of ritain’s major contributions to domestic architecture.

5.7. The historic livelihood was agrarian, with development to accommodate domestic and farm workers. Village centres tend to contain Conservation Areas with locally distinctive or listed buildings, built with traditional materials. Late 19th/ early-mid 20th century development adjacent to village centres such as Chipstead, Merstham and Salfords was associated with rail stations.

Figure 26: Castle Road/High Road, Chipstead; Example of Surrey vernacular set within strong landscape framework

Figure 27: Epsom Lane South, Tadworth; Loss of country lane character with additional accesses to new development or replacement of hedgerows with brick walls

Character Appraisal

- Typically, villages have been expanded with traditional dwellings followed by Victorian/Edwardian cottages and villas and later with 1930s - 1950s housing.
- Development in the latter half of the 20th century has tended to be infill.
- Built form includes an inherent mix of uses, local shops and public houses.
- Narrow country roads present limited traffic capacity and parking.
- Plot boundaries often date back beyond the building which exists.
- Most of these areas are in Conservation Areas and in terms of character, these are defined in the borough's Conservation Area Appraisals documents.

Current Issues	Design Considerations
Infill development with pressure for more comprehensive development leading to loss of plot boundaries.	Development within villages should retain the historic boundaries, listed and locally distinctive buildings, respect existing building lines, the ratio between building heights and street width.
Scale of replacement development can be out of character.	Development should reflect the surrounding urban from and consider both the use of local materials and vernacular design.
Traffic congestion, parking dominated streets and restricted parking.	All development should incorporate and enhance the existing landscape features - significant walls, trees and hedges where appropriate.
Loss of village centre and country lane character with the introduction of urbanising elements such as insensitive street lighting, furniture and kerbs.	Parking should be located to the rear of buildings.
Extensions/conservatories and permitted development can erode character where poorly designed.	In new developments, parking in front gardens should be restricted with the use of agreements, to deter conversion of front gardens within residential streets to parking forecourts.
	Consideration should be given to the design of windows and building proportions to reflect local details.
	Coalescence of settlements should be resisted with attention to design of the countryside edge, consideration of strategic views and the retention of green corridors.

Figure 28: Character Appraisal, Current Issues and Design Considerations within Pre-Victorian areas

Victorian/ Edwardian including Town Centres

5.8. This period was most influential upon the form of settlements as described earlier and the new wealthy residents, generated by commuter railways, from 1870 onwards, created a great demand for the building of medium size houses.

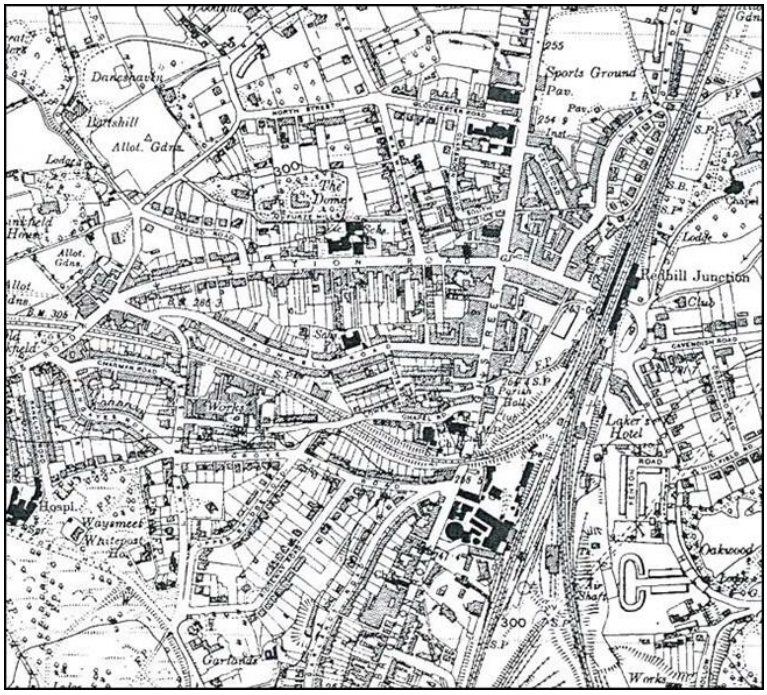


Figure 29: Redhill - Victorian housing developed around rail junction

5.9. In the 1920s, there was plenty of cheap land available and developers bought the land, designed a layout, put down the infrastructure of roads and services, and sold off plots to builders.

5.10. Increasing traffic between London and outlying destinations in the mid-19th century resulted in improved roads railways and the growth of villages to towns. Victorian/Edwardian residential development in Redhill (see Figure 29) and Horley was associated with the London to Brighton Railway.

Figure 30: Hardwick Road, Reigate - Victorian street which has retained its character as the front gardens are small

Figure 31: Massetts Road, Horley - Conversion of villas to other uses results in loss of large front gardens to hard standing for parking

Character Appraisal

- A considerable portion of the Victorian and Edwardian phases is in Conservation Areas and in terms of character these are defined in the borough's Conservation Area Appraisal documents. Conservation areas are located within and adjacent to Reigate town centre.
- Victorian/Edwardian housing is located within walking distance of town centres with:
  - Small 2 - 5m front gardens with varied plot depths;
  - On-street parking;
  - Limited street trees;
  - Up to 1.2m high boundaries/hedges.
- Victorian/Edwardian villas and more recent eras of development tend to be medium to high density.

Current Issues	Design Considerations
Parking - heavy on-street and forecourt parking impacts upon the street character.	Development within town centres should echo the historic plot widths and boundaries as well as listed and locally distinctive buildings.
Infill development within Victorian terraces can be discordant with use of differing brick/material colour and finishes.	Development should respect existing building line and the ratio between building heights and street widths.
Loss of vernacular with replacement windows/doors and removal/replacement of consistent boundaries.	All development should reflect the surrounding urban grain.
Subdivision of Victorian/Edwardian dwellings/plots with flats or change of use increases density.	Development should incorporate and enhance the existing landscape features - walls, trees and hedges.
One for one replacement with larger dwellings changes the character of area, creating a terraced effect, where dwellings are too close together.	The design of front gardens should deter their subsequent conversion to parking courts.
	Retention and enhancement of historic shop fronts should be promoted.*

*See Shopfront and Shop Sign Design Guide SPD, Horley Shopfront Design Guide SPG and Reigate Town Centre Shop Front Design SPD for more details (available from Reigate & anstead orough Council's website).

Figure 32: Character Appraisal, Current Issues and Design Considerations within Victorian/Edwardian areas

Residential Areas of Special Character (RASCs)

5.11. The low density layout, set within heavily wooded areas, where housing was more exclusive, created a defined landscape character type. Areas such as Kingswood (See Figure 33) and Walton-on-the-Hill were developed with the new railway stations, serving affluent commuters.

Figure 33: Kingswood Warren

5.12. Large estates such as Kingswood Warren were sold in the early 20th century and developed over a number of years to meet the requirements of affluent commuters. This type of development is closely associated with the development of the railway stations.

Figure 34: Heath Drive, Walton-on-the-Hill - consistent boundaries

Figure 35: Haroldslea Estates, Horley - buildings set back behind mature avenues, carriageway has no kerbs

Character Appraisal

- These are medium to large sized estates with an average plot area of 0.2 - 0.3 ha.
- Unified in character, with consistent landscape features - avenue trees, boundaries and hard landscape detailing.
- Houses often have historically an arts and crafts basis but this is being increasingly eroded.
- Arcadian layout with mature gardens - often dwellings are set back and not visible from the private road.
- Access roads possess rural character with grass verges and no footways or kerbs.
- Some of these areas are partly within Conservation Areas and in terms of character these are defined in the borough's Conservation Area Appraisal documents.

Current Issues	Design Considerations
The gaps and dominant landscape structure between buildings are essential to the character of the area.	The existing landscape structure should be retained and enhanced, ensuring that the new building does not dominate the plot.
Larger replacement dwellings, often with dominant front garaging alter character.	Where possible, parking hard surfaces and garaging should not be visible from access roads or other dwellings.
Redevelopment of dwellings to provide flats and the associated parking result in the loss of mature trees.	Where a clear building line or distinctive dwelling spacing exists, these should be respected.
Out of scale bulky house form and use of non-traditional slate on steep roofs is eroding the leafy character of these areas.	Introduction of differing boundaries styles should be avoided. Where consistent boundaries exist, these should be retained/enhanced, respecting either an existing open or planted character.
Plot subdivision has resulted in increased density and loss of vegetation.	Strongly encourage the use of traditional plain tiles with a strong discouragement of the use of slate.
Loss of local materials including handmade clay plain tiles. Use of slate out of character with RASCs.	Ensure new development is in scale with neighbour properties and character of the area.

Figure 36: Character Appraisal, Current Issues and Design Considerations within RASCs

5.13. Figure 37 below shows the principles of housing in the RASCs

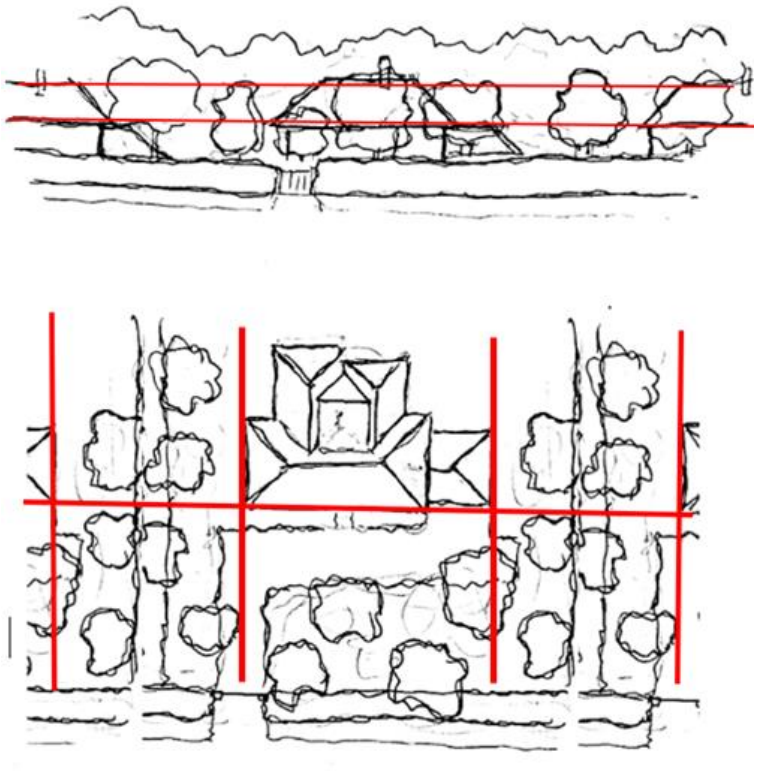


Figure 37: Design principles for developments within RASCs

5.14. The feature panel below provides further guidance for development in RASCs. The need for this guidance has arisen particularly from the development pressures in Kingswood RASC but also elsewhere that became apparent in 2014 due to the out-of-scale development, loss of tree cover and the use of slate.

5.15. The damage that occurred by inappropriate out of scale development was rapid and it has taken some time for policies to be updated to provide appropriate protection. It is considered that a strong line should be taken against the use of slate as it undermines the local geological character of the RASCs in the borough. The RASCs in the borough have an arts and crafts character as all were developed as residential estates after the 1880s and are also a local distinctiveness reaction against the use of slate eroding the local character at the time. Within the arts and crafts character, the areas often have particular traditional characteristics evident in each area, for instance the Imrie and Angell buildings in Chipstead or the Conservation Areas in Kingswood and Walton (where the Conservation Area Appraisals

give further guidance). It is necessary to take a strong line as there continues to be a gradual erosion of the arts and crafts and arcadian character, which result in significant damage to the RASCs.

Figure 38: RASCs have an arcadian landscape dominated character, such as these examples in Kingswood RASC. The arcadian character is undermined by high eaves and ridge development slate out of character with the traditional character of the area, monumentalising parapets and loss of tree cover.

Figure 39: The danger is that what was once estates of the Surrey arts and crafts vernacular plain tile style houses being totally replaced with bulky slate roofs, large hardstanding and out of scale buildings which erode the arcadian character by incremental development. This example being at Oxshott, Surrey shows how such an area can be urbanised to point, where RASC status becomes doubtful as spaciousness is lost.

The following guidelines have been developed to stop further damage from occurring. Please note this is general guidance and individual circumstances of each development will be taken into account when assessing planning applications:

1. No development should be justified by other inappropriate examples, including out of scale development and the use of slate, even where a cluster has developed.
2. Boundary treatment should reflect the existing street context. Where possible, shrubbery and hedge boundaries should be maintained. Walls, fence and railing front boundaries are generally not suitable as they urbanise the street. Where security is needed, railings should be set back behind the hedge line and no higher than the existing hedge.
3. Gates should follow appropriate prevailing gate heights in the street. Where high gates and piers occur, no gate and gate pier should be more than 1.8m high and should often be much less depending on the appropriate prevailing gate height in the street or hedge height, nearer to 1m in some roads or not occurring at all. Gate piers should be no more than 2 bricks wide. Gates should be set back at the back of the hedge line. White render or stone piers are not suitable.
4. Existing trees should be retained where possible and tree cover is encouraged in front gardens and side boundaries to maintain the arcadian character and shall be informal in nature and for front garden tree should be of an appropriate size such as advanced heavy standard where possible. Tree planting species will reflect the species found in the street. Sufficient gaps to the side boundary should be maintained to ensure tree and hedge planting are retained or provided. Unkerbed grass verges are a feature of RASCs.

5. Garages in front gardens or in front of general building line will depend on the pattern of appropriate examples in a street and the space available. They should have a small extent footprint, be set back in the site, have an eaves line no higher than the head of the garage door and a dual pitch with a single ridge line. Only large and deeper front gardens with good boundary screening are likely to accommodate accommodation in such roofs and such accommodation should be limited in extent. Parking would normally be limited to a double garage. In streets with tighter plots, garages will generally not be suitable. Joined garage extensions will generally be acceptable where behind the general building line, with low eaves down to the garage head and short spans, with a ridge no higher than the eaves of the house. Roof forms should be unobtrusive such as hipped roofs and gables and parapets are undesirable as are obtrusive roof forms such as mansard or gambrel roofs. Garages should generally be no more than the standard 6 metre depth. Any other development in front of building line is generally unsuitable.
6. Hardstanding should be limited in extent, with a single access and set back from the front boundary so there is a substantial belt for the location of the front hedge or shrubbery and tree and shrub planting behind. Parking for no more than 4 cars should be provided on the larger sites. In and out drives are generally undesirable.
7. Monumentalism is a problem where features are used to increase the visual scale of houses. The use of balustrades, parapets, pilasters, columns and two storey porticos is undesirable and any pediments or feature gables should be small and of short span. Parapets and balustrades are undesirable even where below the general eaves line. Eaves lines with a gap above general window heads or arches or in the case of garages, above garage door head, are not suitable for the same reason. Asymmetrical compositions (with axial symmetry within the elements) are encouraged as they help reduce the apparent scale created by formal asymmetrical design and are a traditional form of composition with the borough's RASCs.

8. Slate and slate colour tiles are not suitable as they are out of character with the arts and crafts character of the estates. Plain tiles will be expected, of local clay or colour to match. Recessive materials are encouraged generally to maintain the landscaped dominated character.
9. No part of the footprint of a development, however small, shall be forward of the front building line. Development should also be in line with the neighbouring property where set behind the building line.
10. The footprint of any house should not be out of character with the prevailing appropriate footprint size in the road. The footprint should be adjusted according to the plot size, for instance for an existing small plot a footprint smaller than the general street may be expected but for larger plots the length and depth should not exceed the general pattern in the street.
11. With a street or part of a street where the road characteristic varies, the width of plot and maintaining of the general pattern of gaps between side elevations and side space between dwellings and to boundaries should be respected. The prevailing width size within a road should be maintained and reduction by subdivision less than the prevailing width is unacceptable. Equally the typical plots sizes within the road should be maintained.
12. Depth of footprint should not exceed the general pattern in the street and be set back or recessed from the side to provide articulation and break the length of elevation.

13. Generally, development will be of two storeys, accommodation in the roof being dependent on the pattern in the street, though some streets in the RASCs are of a single storey nature and this should be respected. Floor ceiling heights should be respected so that eaves and ridge heights match appropriate neighbouring properties. Roofs should follow the pitch, eaves height, ridge height and form within a road. Proposals should be accompanied by street scenes showing the proposal in relation to eaves and ridge heights of neighbouring development. The height of these will be expected to be verified by measured drawings or other means by the applicant. To avoid breaches of height, the eaves and ridge heights will be conditioned to match by reference to the ridge and eaves line it intends to match.

14. Where steep contours occur, unbroken three storey heights are not suitable and the additional storey at basement level shall be contoured into the landscape.

15. Width of building should reflect the general pattern in the street.

16. Repetition of built form so two adjoining houses are the same is undesirable as this results in suburbanisation of the street. Token changes such as buildings of the same design but with different materials or variegation by slightly different articulation are also not suitable. Repetitive forms such as temple fronted houses or tripartite villas should be avoided.

17. Crown roofs are acceptable but should be made less apparent by the use of gables and articulation, including recesses in side footprint to reduce the apparent span. Parapetted or balustrade eaves, large pediments or large span gables are not suitable even where below the general eaves line as they add to the obtrusive of the built form and apparent scale. Bulky roof forms, including unbroken or overly apparent crown roofs, mansard roofs, gambrels and bird table roofs are also not suitable. Monopitches should be avoided due to their high eaves line and large spans and false pitches are also to be avoided. Flat forms need to be lower than adjoining eaves line.

18. The number of dormers should reflect the prevailing pattern of appropriate examples in the street. Numerous rooflights should be avoided. Solar panels and photovoltaics should be sited so they minimise impact, including in crown roof no higher than ridge, or on the rear plane of roof or screened small rear garden arrays. Side roof planes would be a secondary options and front roof planes should be avoided. Where they occur in roof planes, they should be integrated in the roof, symmetrical to the roof's axial symmetry, rectangular in layout and not stepped and with black frames. They need to be considered early in the design process and not as an add on. Vehicle Charging points should be unobtrusively placed, preferably black with minimal indicative lights, where they cannot be sited internally.

19. Long and deep single storey footprints for rear extensions or outbuildings are undesirable and such elements should not be beyond the general line of development to the rear in the road. Such extensions should also have a generous gap to the side boundaries, usually 5 to 10 metres depending on the character of the road or, where asymmetrically set, on the plot respecting the gaps between single storey elements in the road. Low eaves would be expected, and false pitches are generally not suitable.

20. Outbuildings in rear gardens should be limited in size and number and subservient in extent and even where good screen and large garden size allows should be less than the footprint of the two storey element of the house or prevailing in the road.

1930s – 1950s Suburbia

5.16. This period was the most extensive in terms of both public and private sector housing development. With increased rail services came large suburban estates with supporting shopping parades. There was a lack of structure to estates with issues of ribbon development. The architectural design with bay windows and material choice was almost totally brick and tile, gable, dormer and hip, sometimes repetitive.

Figure 40: Tadworth

5.17. The type of house made famous by Norman Shaw, Edwin Lutyens and other architects of the Surrey Style, became simpler and built in their thousands. The earliest council housing was introduced from the inter war period; later examples include estates built at Colesmead and Meadvale.

5.18. The housing boom slowed down in 1935 and the concept of Green Belt was established at this time. Larger council estates such as those built around Merstham were built to accommodate the post-war London overspill. Private estates were built to accommodate commuters and as such were located within walking distance of the station, e.g. Tadworth (see Figure 40) and Epsom Downs.

Figure 41: Longcroft Avenue, Banstead - highly decorated example

Figure 42: Brook Road Merstham - example of weatherbording, painted a dark colour

Character Appraisal

- Street by street uniformity in style with more affluent housing providing more space and designs embellished with greater detail, often a simplified 'Arts and Crafts' style.
- Materials used in mass quantities; imports became more varied, widening the palette used.
- Regular road layouts lacking connectivity with grass verges and remnant avenue trees.
- Uniform building line with 2 - 8m front gardens and varied plot depths.

Current Issues	Design Considerations
Backland development has occurred throughout the borough within this character type, most notably within the north of the borough.	Consideration should be given to the materials existing within the immediate vicinity as a means of integrating new development.
On-street parking can be inadequate for smaller dwellings, resulting in front gardens converted to parking courts.	New infill development should not provide parking or garaging which dominates the street frontage.
Flat roofed side extensions are often insensitive, either creating a terraced effect or discordant roofline in elevation.	Building lines should be respected, particularly where this is a dominant feature.
Loss of boundary walls or boundaries replaced with tall larch fences or coniferous hedges has eroded the locally distinctive character.	Visual separation between dwellings should be retained.
Use of slate out of character with these plain, tile characterised neighbourhoods.	Building form and massing should reflect dwellings within the vicinity.
	Due to a move away from slate in the 30s and 40s, handmade clay plains or other local materials should be used instead of slate, to be in keeping with the local style.
	Some of these areas, specifically those from the post war era, might be less sensitive to change, offering opportunities for increased densities.

Figure 43: Character Appraisal, Current Issues and Design Considerations within 1930s - 1950s Suburbia

1960s – 1970s Housing Development

5.19. The pressure for council housing continued with the development of areas such as Preston Estate. The layout of these housing areas often separated pedestrian and vehicular circulation.

Figure 44: Redhill Town Centre, Western Edge

5.20. Housing estates were built to accommodate overspill from London, for example Bletchingley Road Estate, Merstham. In more affluent areas, development occurred within 1930s–1950s areas. The most extensive development occurred on the outskirts of settlements, particularly Redhill (see Figure 44), compounding its coalescence with Reigate. With the opening of Gatwick Airport in 1958, Horley saw significant expansion.

Figure 45: Doric Drive, Kingswood - typical cul-de-sac development

Figure 46: Manor Drive, Horley - a highways dominated layout with separate garage accesses

Character Appraisal

- Predominant housing types in private and earlier 1960s council housing development comprised terraced or semi-detached dwellings.
- 1970s housing began to use cul-de-sac layouts with flexible living spaces and large windows to take more advantage of aspect.
- The loss of relationship between the dwelling and the street with segregation of vehicle and pedestrian accesses is particularly common in 'Redburn' styled council housing, particularly within deck access or flatted development.
- Often the use of materials lacked variation throughout the estate.
- Building lines which are perpendicular or at an angle to the street.
- Excessive areas of communal space which do not possess a clear function or strong landscape structure.
- Parking often located away from dwellings in either dedicated courts or rows of garages accessed from the rear of the properties, creating car-security issues.

Current Issues	Design Considerations
Loss of consistent design features with permitted development such as boundaries and extensions/ conservatories.	Opportunities to create clearly defined private or public open space and/or improved parking provision around new development should be explored jointly by the developer and the Council.
New development can often appear discordant as existing dwellings lack character.	The scale and form of new development should reflect/complement existing development which is of high quality.
Poor public transport accessibility and poor pedestrian permeability.	Potential to improve the landscape structure or local environment, within existing estates should be explored in consultation with the Council.
Segregation of circulation creates poor natural surveillance as there is often unclear distinction between public and private space in council housing areas.	

Figure 47: Character Appraisal, Current Issues and Design Considerations within 1960s - 1970s housing areas

1980s – 1990s Estates

5.21. Development tends to be either small infill cul-de-sac within 1930s – 1950s suburbs or medium sized housing estates on the edge of a settlement.

5.22. The most extensive areas of development have occurred in Horley and Redhill with the direct rail connection to London.

Figure 48: Harendon/ Mabbots, Tadworth

Figure 49: Rudgwick Keep shared surface, informal layout

Figure 50: Harendon/ Mabbots, Tadworth - road layout includes over-engineered traffic calming measures

Character Appraisal

- Developments tend to comprise limited building types in terms of form, replicated across the site.
- Architectural style is often indistinct with uniform house types varied only by the colour of tile, rendering, style of windows and doors and brick colour.
- Landscape structure tends to be minimal with use of ornamental shrubs/trees.
- Design of road layouts include cul-de-sacs and dominant engineered traffic calming measures.
- Houses bear little relationship to the street, detached units are set out on tight plots.

Current Issues	Design Considerations
Layouts are dominated by over engineered roads with little character.	Access should be inclusive, safe and well connected with integrated pedestrian, cycle and vehicle circulation.
Lack of natural surveillance.	Where appropriate, access to public transport/ local facilities should be within an acceptable walking distance.
Sometimes materials and finishes vary jarringly from unit to unit, giving no singular design character throughout the estate.	New development should reflect the recommended palette of local materials in chapter 6.
Smaller infill development within areas of broadly homogenous character often does not relate to the immediate context.	The scale and form of development should reflect appropriate existing architectural style.
Extensions/conservatories further reduce small gardens and can result in loss of valuable landscape structure.	Explore potential to improve the local environment and landscape structure within existing estates in consultation with the Council.

Figure 51: Character Appraisal, Current Issues and Design Considerations within 1980s - 1990s Estates

2000s – Most Recent Trends

5.23. Since the start of the new millennium, development has comprised of a mix of infill sites (see Figure 52), redevelopment of existing sites, edge-of-centre urban development and intensification of more accessible locations.

Figure 52: Infill development, Banstead

5.24. Back garden infill schemes have been particulary evident in the north of the borough. Notable large scale mixed use redevelopment include Former Netherne Hospital, Former Holmethorpe Quarry in Redhill (Watercolour) and the Former Royal Earlswood Hospital. Edge-of-centre urban development around Horley (Horley North East and North West Sectors) have provided much needed housing and community facilities.

5.25. Town centres, in particular Redhill and Horley, have seen a number of higher density flatted developments.This trend is expected to continue with the increasing pressures to deliver more homes and the national guidance to make efficient use of land directing towards higher densities in town centres

Figure 53: The Oaks, Tadworth - development has retained mature trees

Figure 54: Square at Royal Earlswood Hospital - terraced dwellings are set out around a square which has retained the mature tree as a focal point

and other locations that are well served by public transport.[16] . Examples and further guidance can be found in chapter 7; Case Study 7 – High density urban intensification.The extension of permitted development rights in 2013 to allow office to residential conversions has contributed further to the increase of this type of development within town centre/ edge of centre locations.

Figure 55: Osier Way, Banstead - material palette is too varied, and layout is too cramped

Figure 56: Chapel Way, Tattenham Corner - gated developments are not accessible

Figure 57: The Acres, Horley. Edge of town development of 718 homes, primary school and a neighbourhood centre. The development has been split into three distinct areas –' Neighbourhood core' with continuous frontages and limited openings; 'Transitional area' with strong building frontage and terraced and semi-detached properties; and 'Countryside edge' with no distinct building line and very informal frontage line with predominantly detached properties. Image source: The Acres Residents' Association website

Figure 58: Infill development at Epsom Lane North (permitted under 13/02242/F). Traditional design is comparable to other properties within the locality. Space is provided for landscaping, softening the impact of the development. Donor property demolished to provide space for new access road.

[16] NPPF paragraphs 122 & 123

Character Appraisal

- Road layouts are increasingly reflecting a traditional connected street pattern, rather than cul-de-sacs, where developments are not gated.
- Urban blocks can be achieved which face onto public spaces.
- Dwellings front onto the street, a return to traditional street patterns.

Current Issues	Design Considerations
Gated developments are a common form of backland development, often impermeable and should be resisted. Gates are a response to car security, garages and multi-occupancy.	In lower density areas single buildings with several dwellings are more in keeping with the local character than several separate dwellings on a site.
Smaller scale development often comprises subdivision of one large plot to provide two or more dwellings.	Use of a selective material palette (see chapter 6) should unify the development with variation achieved in the scale form and massing of the development.
Intensification of single plots results in the loss of soft landscape areas and trees to the increased parking provision.	Access should be inclusive, safe and well connected with integrated pedestrian, cycle and vehicle circulation.
Parking dominated frontages and streets is a problem.	Where possible, access to public transport, local services and facilities should be within an acceptable walking distance.
Extensions further reduce small gardens and erode consistent character.	The scale of new development should reflect/ complement appropriate existing development.
Lack of townscape cohesion due to the desire to produce detached dwelling no matter how small the footprint. This reduces the opportunity for meaningful landscaping and suburbanised development lacking identity.	Potential to improve the landscape structure within existing estates should be explored in consultation with the Council.
Resisting poor quality in materials and fenestration is a constant issue.	Improving quality of detail including windows and materials.
Poorly proportioned and detailed taller units despite their prominent height. Lack of hierarchy in proportion.	Use of green corridors to reduce visual impact of suburban spread.
	Ensuring a more cohesive form within the development to give a sense of place.

Figure 59: Character Appraisal, Current Issues and Design Consideration within the Most Recent Development

6. Planning and Design Principles

6.1. In order to achieve the design vision and objectives in the Council's Local Plan (detailed in Figure 6), this section details key design principles for new development taking into consideration national and local policy and the character and distinctiveness of the borough.

6.2. The key design principles will be split into three sections (see Figure 60 below). Case studies showcasing the key design principles are provided in chapter 7.

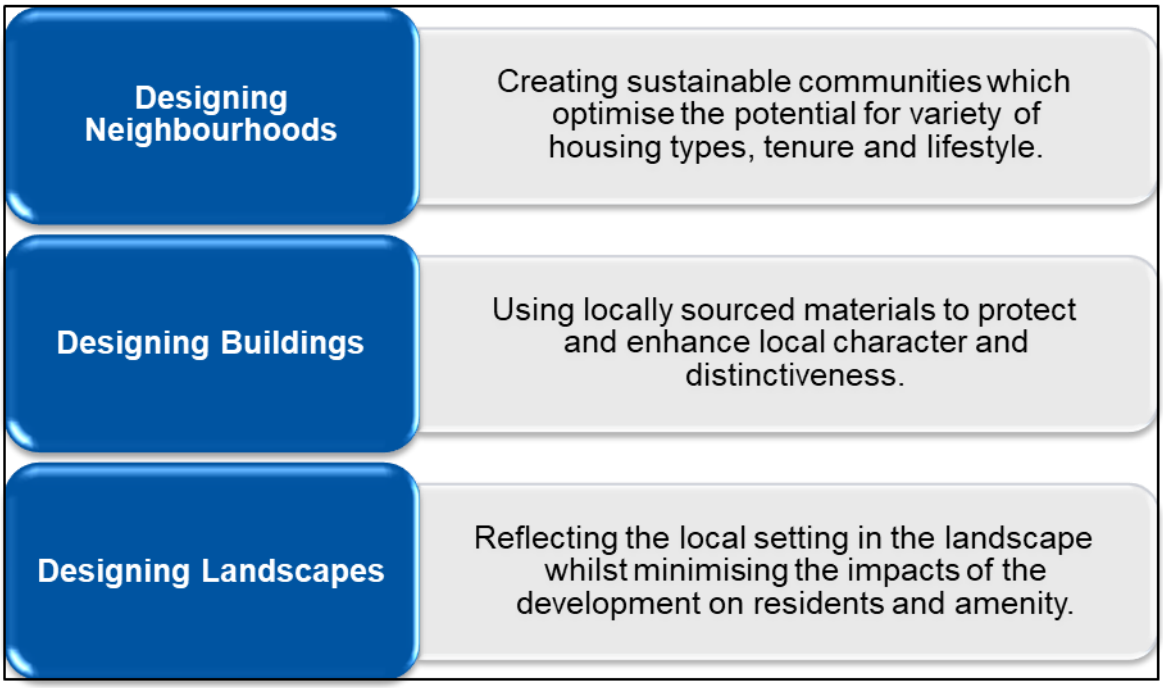
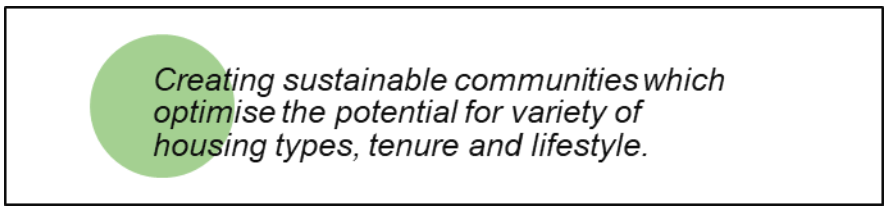


Figure 60: Key design principles

Key Design Principle 1: Designing Neighbourhoods



6.3. Both national and local policy requires the creation of vibrant and mixed communities in order to ensure sustainable forms of development which:

- Provide a range of community facilities;
- Encourage activity throughout the day and evening;
- Promote active travel such as cycling and walking and public transport connections to access local facilities;
- Avoids large concentrations of the same type of housing;
- Increases the vitality and viability for local shops and town centres; and
- Provides opportunities for different ages and lifestyles.

Core Guidelines

6.4. In order to ensure development creates sustainable communities which optimise the potential for a variety of housing types, tenure and lifestyle, development should:

- **Be compliant with the principles or sustainability:** A Sustainability Checklist and more details about how to ensure sustainable development will be available in the emerging Climate Change and Sustainable Construction SPD.
- **Make the best use of land:** in a borough such as Reigate & Banstead where there is a limited land for development, new development should make the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness. New development should have due regard to the layout, density, plot sizes, building siting, scale, massing, height and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site. Higher density well designed development may be appropriate in town centres and other locations that are well served by public transport

whilst low-density character should be maintained within the RASCs. (Appendix 5 of the DMP lists appropriate densities for each RASC.)

- **Provide a range housing types, sizes and tenures:** in accordance with DMP Policies DES4: 'Housing mix' and DES : 'Affordable Housing'. (Detailed guidance on affordable housing provision is provided in the Affordable Housing SPD[17]). Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities.[18]
- **Provide flexible forms of accommodation:** Adaptable, accessible buildings will be able to respond to changing socio-economic circumstances and residents' changing requirements, including, for example, reduced mobility. When designing new development, consideration should be given to whether properties can be adapted or extended to provide a stairlift and downstairs bedroom. Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. They meet the needs of a diverse range of users, taking into account factors such as the ageing population and cultural differences. They are adequate in size, fit for purpose and are adaptable to the changing needs of their occupants over time[19].
- **Be designed for security:** New development should create a safe environment, incorporating measures to reduce opportunities for crime and maximise opportunities for natural surveillance of public places. Developments should incorporate measures and principles recommended by 'Secured by Design[20]'. The design should promote natural surveillance using approaches such as continuity of active street frontage and windows and entrances which overlook the street and open space areas

[17] www.reigate-banstead.gov.uk/info/20088/planning_policy/1103/supplementary_planning_documents_and_supplementary_planning_guidance_2020/2
[18] National Design Guide, paragraph 109
[19] National Design Guide, paragraphs 120 & 121
[20] www.securedbydesign.com/images/downloads/HOMES_BROCHURE_2019_NEW_version_2.pdf

such as play spaces and car parking. The choice and detailing of design should discourage the potential for fly-posting, graffiti and other anti-social behaviour. Careful consideration should be given to soft landscape design as this can improve the sense of safety, with groundcover planting adjacent to footways and ongoing management of trees to ensure visibility of areas close to footways. Additional means of improving security could be through the improvement of lighting at night and CCTV. To gain a local understanding of the issues in a given area, it is recommended that consultations are undertaken with the Local Crime Prevention Officer and the Police.

- **Provide sufficient parking:** Parking provision should be provided in accordance with DMP Policy TAP1 'Access, parking and servicing' which balances the need to provide adequate parking with the need to encourage sustainable transport choices. Consideration should be given to good design and implementation, including for access and servicing to minimise impact on the street scene and to protect public safety.
- **Have clearly defined and coherent layout:** In order to ensure sustainable communities, consideration should also be given to street layout. Many of the most attractive and successful residential areas have a clearly defined and coherent layout. This can often be the simplest of urban forms, based upon a street block structure defined by a network of inter-connecting routes. Built form with coherent pattern of development is one of the 10 characteristics of well-design places. Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics[21]. The quality of spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are setting for most movement. The design of a public space encompasses its siting

[21] National Design Guide, paragraph 61

and integration into the wider network of routes as well as its various elements[22].

Car Parking & Access: Design and Layout

6.5. The location of parking in relation to the house has a fundamental effect on the quality of the environment. The preferred locations for car parking in medium to high density schemes are in secure rear courtyards where they are overlooked (see Figure 61). Courtyard parking should be well located and convenient to use to avoid unnecessary on-street parking. In addition, lay-bys for formal on-street parking as well as parking on side driveways could also be provided. Parked vehicles should not be allowed to dominate the street.

Figure 61: Overlooked parking court, access via carriageway arches.

6.6. This arrangement of buildings (see Figure 62) creates a well overlooked scene. Through routes increase natural surveillance from passing pedestrians. In lower density schemes, with detached and semi-detached houses, parking should be accommodated within the private curtilage of the dwelling. This has the advantage of being accessible, secure and easy to supervise. It is important, however, that parking is not visually dominant in the street scene. For this reason, parking to the rear or side of the property is preferred to integral garages or parking within front gardens.

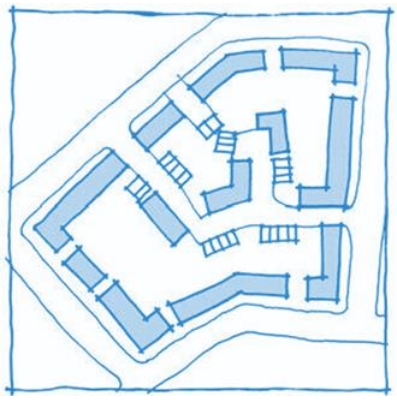


Figure 62: For larger perimeter block, 'mews' style housing adjoining parking courts provides added natural surveillance.

[22] National Design Guide, paragraph 99

6.7. The positioning and treatment of garages require care. Integral garages can unduly dominate the scale of a house and its street. In lower density areas garages can be detached from the house and turned in various directions or combined to perform a positive townscape role. In terraced streets a better solution is to locate the garage in the back garden, served from a semi-private parking court. Garages should have the same quality and type of materials as the main house.

6.8. Where appropriate, an effective solution is to integrate parking into the basements of apartments. Other acceptable approaches are to locate parking at the side of the building, or in the front garden, as long as the landscape structure is preserved or enhanced. Parking in the back garden of apartments should be kept to a minimum.

6.9. Cycle storage within new developments should be secure and convenient to use. Storage provision should be within the curtilage of the dwelling. Access routes between the highway and the cycle storage should be well lit and clear connection to the road or cycle paths should be clearly designed. Cycle storage area should be securely segregated from the rest of the basement/ under croft area/ ground floor area and have a smart/fob type secure access for residents only. Corridors and access aisle need to provide sufficient internal manoeuvrability.

6.10. It is important that planning of the storage and collection of waste is given a high priority in the design process to ensure appropriate access for collection vehicles. Detailed guidance for recycling and refuse waste storage and collection can be found in the council's Making Space for Waste'[23] document.

Street Networks: Design and Layout

6.11. For streets within new neighbourhoods or estates, it is important to group houses cohesively to form a legible townscape and sense of place. The layout should reflect the typical Surrey organic plant, such as form of roads which

[23] www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance

respects the natural contours and picturesque quality of Surrey settlements and provide a sense of identity by this irregular layout and the use of focal points such as village greens or cohesive townscapes as well as locally distinctive architecture. Examples of irregular layout can be seen in Figures 63 and 64 below.

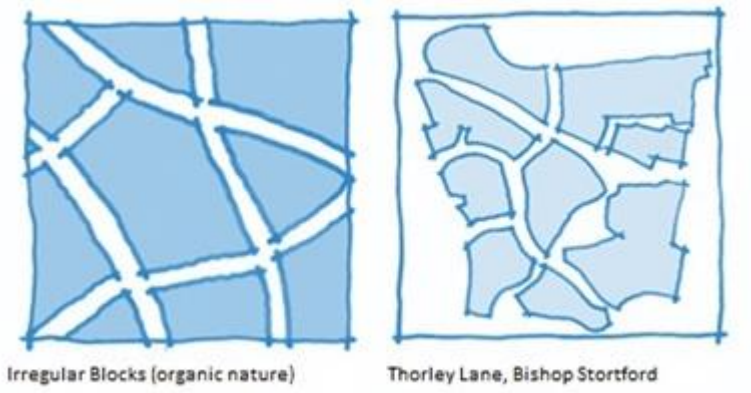


Figure 63: Street blocks

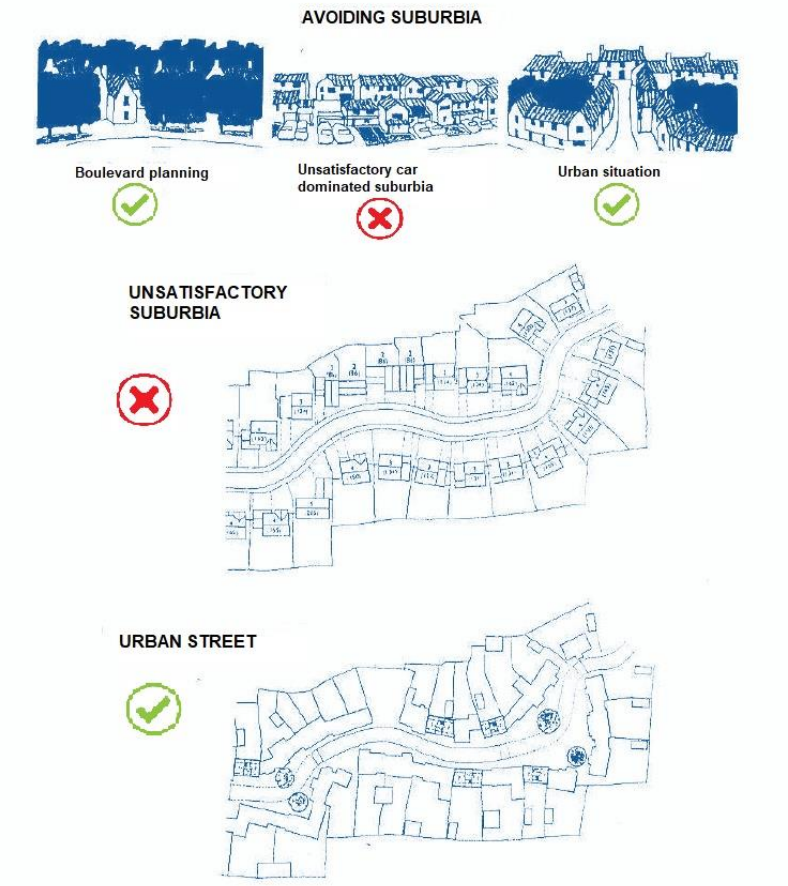


Figure 64: Street blocks (image source: Essex design guide)

Street Widths and Enclosure

6.12. Higher densities, where appropriate, will result in a building, rather than a series of single dwellings. This form of enclosure will give a street an enclosed character. A useful measure of enclosure is the ratio of the height of buildings to the width of the street. It should be noted that enclosure is not always desirable, for instance in RASCs, where verdant and leafy character should dominate, edge of green belt or in green corridor situation minimising the appearance of urban character.

6.13. It is important that the space between the buildings is considered in relation to the activities taking place in the street. Setting back dwellings from the street has an important influence in determining the character of the street and the degree of privacy given to ground floor rooms.

Designing for Privacy

6.14. New development should provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.

6.15. Designing at higher densities does not necessarily mean a loss of privacy. Privacy can be achieved through:

- The layout of the street to create oblique views across the street.
- On narrower streets, rooms needing less privacy should face the street with bedrooms located towards the more private parts of the home, typically at the rear.
- The careful positioning of windows can enable dwellings to be closer together, while still providing surveillance of the public realm.
- Walls, hedges and trees can limit overlooking between facing rear windows.
- The inclusion of small front gardens and the treatment of the setback from the street.

Street Connections, Networks & Configuration

6.16. The use of street blocks to create the urban form is preferred to layouts based entirely on cul-de-sacs and loops which can result in an amorphous and often impermeable urban form. A permeable layout based on street blocks offers the pedestrian a choice of routes and can generate a higher level of activity and security. There should be good connections between adjacent housing schemes and links between neighbourhoods (see Figures 65 & 66). These links should include not only roads for vehicular access but also cycle routes and footpaths, creating green corridors between communities and providing a safe, direct means to cycle from the development to local school, shops, station, places of work and places for entertainment. Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy[24]. Please see chapter 6 - 'Designing Landscapes' section for more information on green infrastructure and green corridors.

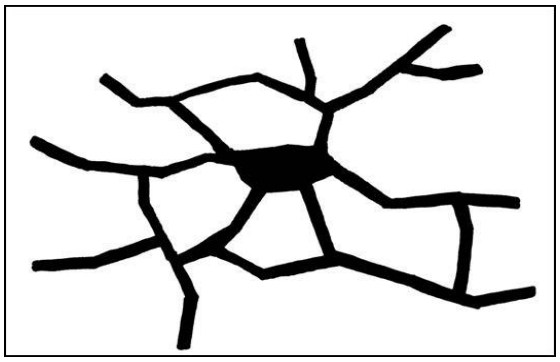


Figure 65: Layouts should focus on a core space or centre

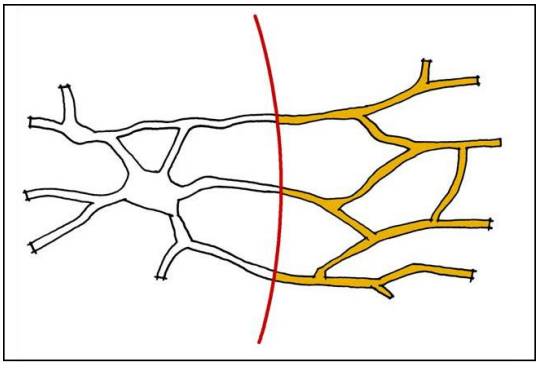


Figure 66: New neighbourhoods should connect to adjoining areas/ centres

6.17. In recent decades, the planning of residential layouts has been dictated by highway engineering considerations, and the Highway Authority's road design geometry and adoption criteria. Developments have also largely followed the 'branch and twig' form of road layout, which typically consists of distributor roads with restricted frontage development serving a hierarchy of cul-de-sacs and private drives (see Figure 67).

[24] National Design Guide, paragraph 75

6.18. Current thinking has moved away from this approach in favour of a lattice network of routes which effectively divides an area into blocks (see Figure 67). Within this block structure, the emphasis is on permeability and the re-discovery of the traditional street.

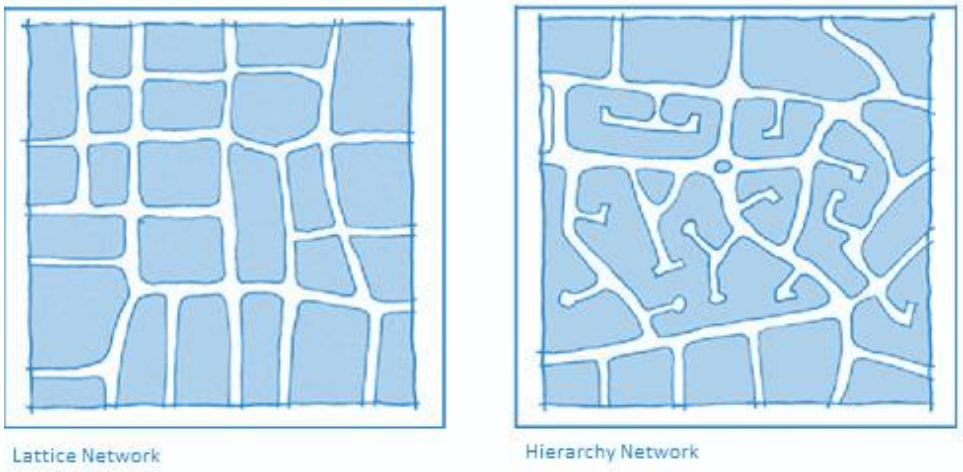


Figure 67: Contrast between lattice and hierarchy network

6.19. The design and arrangement of streets and routes which form the movement framework should be based on the following principles:

- Buildings should front onto streets.
- Access roads should give priority to pedestrians.
- Streets should be connected to other streets.
- Streets should link to form a grid or lattice, and variety of routes (see Figures 68 & 69).
- The grain of streets should be finer around nodes of activity

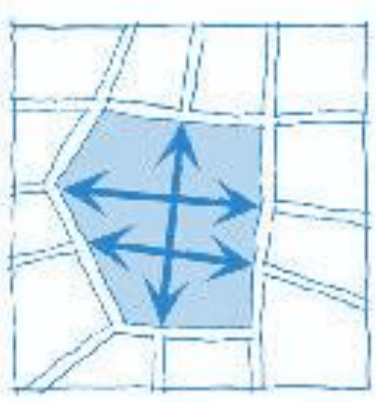


Figure 68: Potential Connections

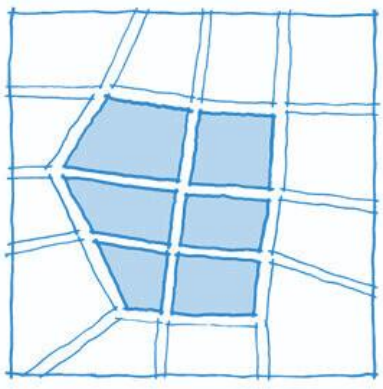


Figure 69: Creation of new urban blocks based on connections

Traffic Calming

6.20. Layouts should discourage the through movement of traffic with traffic calming measures, including:

- The urban form and arrangement of buildings and street should be the principle means of ensuring low traffic speeds.
- Physical traffic calming measures should be supplementary and integrated.
- The use of surfacing material to mark the transition to shared surface streets and squares.
- Sensitively located on-street parking to reduce vehicle speeds further.

Key Design Principle 2: Designing Buildings

Using locally sourced materials to protect and enhance local character and distinctiveness.

6.21. New development should respond to and enhance local distinctiveness. Whether using traditional design or embracing modern styles, high quality design that responds to the local vernacular whilst using sustainable forms of construction and materials is essential. Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan. They have an emphasis on quality and simplicity[25].

6.22. The emphasis should be on applying appropriate local materials that reflect the landscape areas and Surrey's mixed geology. The re-interpretation of the local vernacular is not a new process. The heritage of domestic buildings was used by architects as models for their own designs in the late 19th century, albeit in a simplified style. Proportions of the local materials, i.e. white weatherboard or Reigate stone does not really occur, except in limited areas, whilst tile hanging and brick are very common.

Figure 70: Example of good modern design using vernacular materials

[25] National Design Guide, paragraph 151

Material Palette

6.23. **Brick** is the dominant building material in Surrey, with red or orange hues. Within the centre of the borough, buff Gault clay bricks can be found, together with London stocks in the railway towns of Redhill and Horley.

Figure 71: Flemish bond handmade red brickwork with burnt headers

6.24. Traditionally Surrey brick houses were usually laid in Flemish bond (see Figure 71). This and English bond are the most appropriate for conservation areas, setting of listed buildings, or extensions to existing buildings in these bonds. These bonding patterns can be achieved with cavity wall construction and have been since the introduction of cavity walls in 1885.

6.25. A characteristic of Surrey is the use of blue burnt headers in Flemish bond brickwork. Elaborate cut and rubbed brickwork was taken up by the Victorian architects of Surrey, Norman Shaw and Lutyens and would only be expected to be used in modifications to existing buildings which have used these techniques.

Figure 72: Handmade tile hanging

6.26. **Tile hanging** was originally used to weatherproof timber-framed buildings in rural areas. The continued use of clay tiles, especially in the countryside, is a natural progression of local building techniques. Tile hanging, particularly to upper floors over a ground floor of brick or render construction, is a common feature found in traditional buildings in the borough (see Figures 72 & 73).

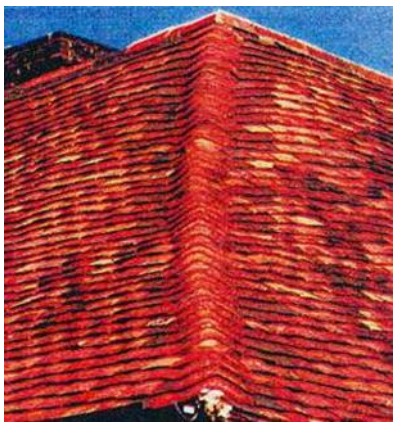


Figure 73: Handmade sandfaced plain clay tiles with half round ridge and bonnet tiles to hips

6.27. **Clay tiles** in Surrey have a characteristic orange red colour derived from the Wealden clay and therefore tiles or slate that do not reflect the colour and form of local plain tiles should be avoided. Handmade tiles are preferable to sand faced machine made clay tiles. Tile-hung Surrey houses are tiled from the ground floor window head upwards. Tile gables to brick houses are also attractive local characteristic.

Figure 74: White weatherboard

6.28. **Timber boarding** is also found on older timber-framed buildings. Boarding would have been cheaper than tiles, but it does not survive as well so there are few surviving examples. Feather edged weatherboarding should be generally painted black or white on houses but its use should be limited, particularly white weatherboard (see Figure 74), to roads where it already occurs.

Figure 75: Example of Victorian Stucco

6.29. **Rendering, painted render or stuccoed** buildings are found in Surrey. Rendering, once a common method of waterproofing timber framed buildings in Surrey, particularly in town locations, is still appropriate in urban developments (see Figure 75).

Figure 76: Example of Reigate Stone

6.30. **Merstham or Reigate stone** is greenish-grey, mellow, easily worked and therefore subject to erosion. Today its use is likely to be limited to the setting of listed buildings and within conservation areas (see Figure 76).

6.31. **Flint** is not widely available and has generally been confined to the North Downs, it should not be used south of the M25 (see Figure 77). It can

Figure 77: Flint cottage; flint is generally found north of M25

be visually effective in boundary walls and important elevations. Brick detailing should be used sparingly as flint elevations and walls should be almost totally of flint, just corners or window surrounds.

6.32. **Exposed timber framing** (see Figure 78) should be used with caution. The common belief that black timbers and white plasterwork are widespread as part of the traditional Surrey vernacular is inaccurate. As a result, mock timber framing should be avoided, and genuine structural exposed timber framing should be used sparingly except in modifications to historic buildings which have used these techniques.

Figure 78: Parkhurst Road, Horley - painted timber boarding does not reflect materials used historically

Roof Forms and Materials

6.33. The traditional buildings of Surrey are normally made up of rectangular plan forms, with roofs spanning the narrow dimension (see Figure 79). Spans are generally between 5 – 6.5m. Roofs should be pitched at about 50 degrees for plain tiles, or 30 – 50 degrees for slate. Traditional Surrey roofs have a steep pitch, with gable ends with limited use of half-hipped, cat slides and other roof forms.

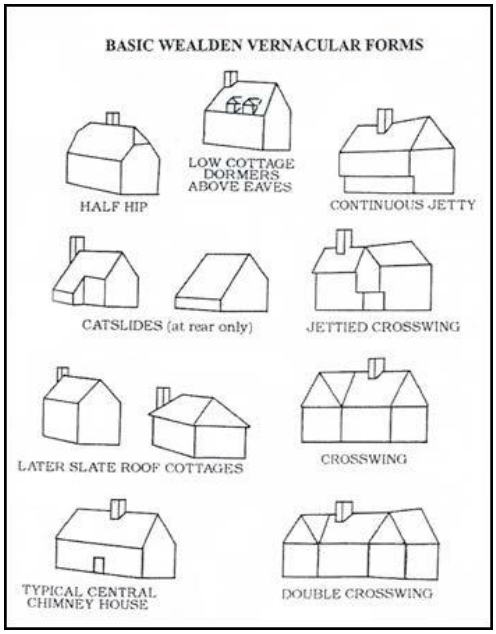


Figure 79: Roof forms

6.34. Substantial **chimney** stacks are a feature of the Surrey style and help to punctuate rooflines (see Figures 80 & 81). Corbelling to tops is a traditional feature. Chimneys are encouraged in new developments.

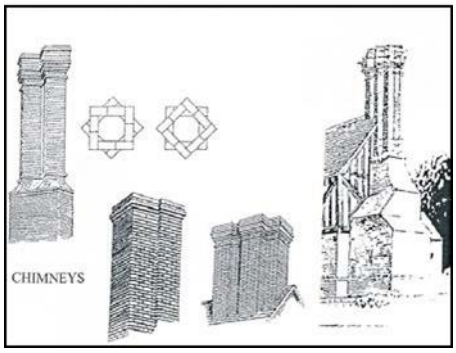


Figure 80: Traditional Chimneys Copyright courtesy of Surrey County Council, taken from 'The Surrey Style' available from Surrey County Council

6.35. **Clay orange/red tiles** are traditionally the dominant roofing material within the borough. These should ideally be hand made plain tiles, but in secondary locations sand faced machine made clay tiles may be appropriate.

Figure 81: Dwelling in Epsom Lane South with traditional chimneys

6.36. **Welsh slates** arrived with the railways and are common in Redhill and Horley. The use of slate should generally be restricted to mid Victorian town areas. Artificial slate should be generally avoided. Slate will not be suitable in areas generally developed after 1880 as the arts and crafts principles of using local materials such as plain clay tiles characterise the area and this is particularly evident in area developed from 1895 to 1939. The use of slate or grey tiles in these areas will generally be unacceptable.

Figure 82: Typical asymmetrical Wealden vernacular farmhouse 50 degree pitch clay tiles and decorative tile hanging

6.37. **Horsham stone slabs** are found on a very limited number of traditional buildings in the borough. The heavy slabs are laid in diminishing courses, the big ones at the eaves and the smallest at the apex of the roof. They should be retained where they survive but are unlikely to feature in new developments.

6.38. Only natural roofing materials are to be used on listed buildings, their setting and in conservation areas, where they exist at present.

6.39. The detailing of **eaves and gables** in Surrey is traditionally simple, with little use of decorative bargeboards or boxing in rafter feet. Box and bargeboards are unacceptable as contrary to the local vernacular.

6.40. **Dormer windows** are common in older buildings. The typical dormer is small with a single casement window lighting a room in the roof. They should not over-dominate the roof plane or be used to gain extra headroom over any great width. Rooflights should generally be restricted to rear elevations and used sparingly. Please refer to the council's Roof Alternations – Dormers SPG[26] for further guidance.

Building Elements

6.41. However well planned a scheme is, it is unlikely ultimately to be successful unless careful consideration is given to the detailed design of the buildings, and the spaces and interfaces between them. This requires an integrated approach, involving a range of professional disciplines.

6.42. The quality of the building can be spoilt by poor attention to detail. The other elements which require careful attention in detailed design include:

- Windows
- Doors
- Porches
- Lighting
- Flues and ventilation
- Gutter, pipes and other rainwater details
- Balconies
- Garage doors
- Ironmongery and decorative features
- Flashings

It is essential not to view these elements in isolation, but to consider also how they join together to contribute to the whole architectural composition.

[26] www.reigate-banstead.gov.uk/info/20088/planning_policy/1103/supplementary_planning_documents_and_supplementary_planning_guidance_2020/5

Proportion and Composition

6.43. The placing of openings is crucial to the overall composition of the house. Classical symmetry is an effective solution for the front elevation of the average medium to narrow frontage house, with openings arranged around the central axis. Randomness of window size and positioning should be avoided, and a coherent arrangement of elevational openings created (see Figure 83).

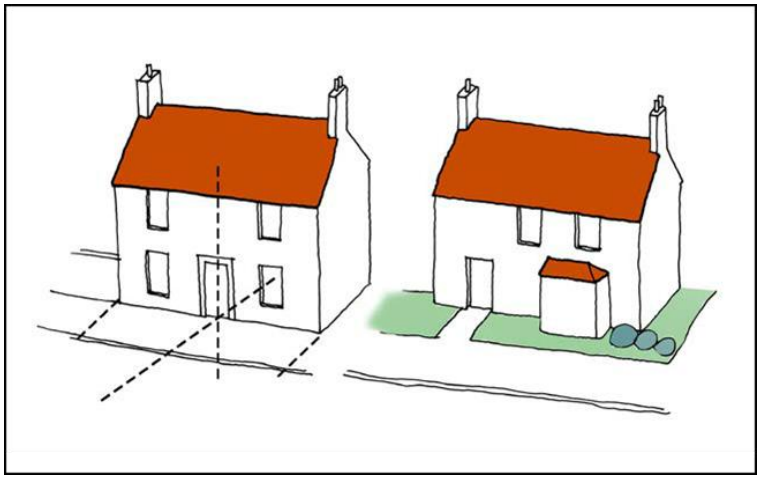


Figure 83: Symmetrical elevation has powerful presence and usefully commands the adjoining space thus tying house and space into one composition

6.44. Buildings will generally be expected to have axial symmetry within the bays of a building, as this is an architectural convention for the area. Figure 84 shows how asymmetrical elevation is applied with the axial lines shown so there are symmetrical features within an asymmetrical composition.

6.45. Solid to void ratios are an important characteristic of buildings in an area and should be followed in new buildings (see Figure 85). The size of gap between windows will also vary as well as eaves and ridge heights.

Figure 85: Solid to void ratio

6.46. Buildings will generally be expected to have diminishing window heights as they go up the building with tall windows at the base and short windows at the top. This relieves the monotony of an elevation and helps express the base and top of the building (see Figure 86).

6.47. **Windows** are traditionally side-hung casements or double-hung vertically sliding sashes. Timber is preferred and generally finished in white, though traditionally detailed upvc with equal sightlines and external glazing bars is acceptable if not in conservation areas or listing buildings and their settings. Dark stain or varnished hardwood finishes are not traditional and should be avoided. **Doors** are traditionally vertically boarded or panelled.

Figure 86: Window hierarchy

The Importance of Good Window Design

Developments are often let down by poor window quality. Windows in all new developments will be expected to have the following:

- Equal sightlines
- Glazing bars to be external if used.
- Sash windows to be vertically sliding and generally set back behind the reveal.

Figure 87: A window with equal sightlines would be expected to ensure a good joinery quality to ensure a visually balanced result

Figure 88: Unequal sightlines are harmful to the appearance of a building as they lack harmony and balance.

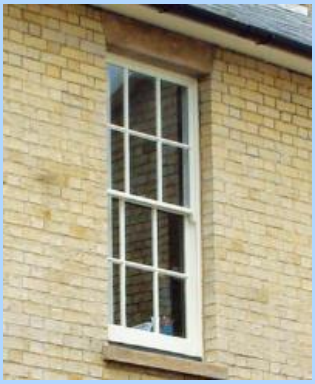


Figure 89: Sash windows should be vertically sliding. The proportion of the window opening and panes should have a vertical emphasis with the window opening following the double cube proportion. Sash should generally be set back behind the reveal (unless exposed box sashes).

Figure 90: Mock sashes are disruptive to the building form and so should be avoided.

Figure 91: Windows are expected to have external glazing bars where glazing bars are used.

Solar and Photovoltaic Panels

6.49. In sitting Photovoltaic and Solar Panels, the visual impact should be minimised. Where they are on a roof plane, the least obtrusive plane should be chosen from an east, south or west orientation. They should be placed on a central point of a roof plane so axial symmetry is maintained, be black frames and black panel and integrated into the plane of the roof. Stepping of panels is not acceptable, they should be neatly placed in a rectangular format.

Figure 92: Modern housing estate in Horley with panels symmetrically placed. Image source: Google maps

Figure 93: Centrally placed panel. Image source: Google maps.

Figure 94: Garden arrays have been used in the borough to reduce visual impact. Image source: Google maps

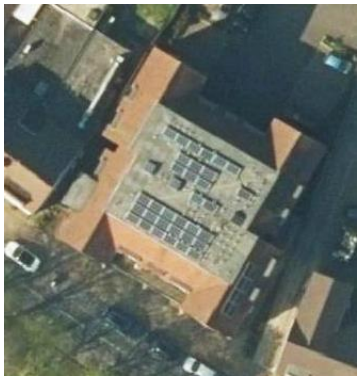


Figure 95: Many panels are being hidden within crown roof schemes in the borough. Image source: Google maps

Figure 96: This array has a detrimental appearance due to the asymmetrical stepped appearance and it unbalances the roofscape. Image source: Google maps

Figure 97: This panel is obtrusively placed on the south east front of a house when the south west rear place would have been a possible location. The silver frames and lack of integration into the roof add to the prominence of the panels. Image source: Google maps.

Other Elements

6.50. Other elements which require careful attention in detailed design include:

- Bin storage
- Cycle storage
- External lighting
- Meter boxes
- Service entries
- Inspection boxes
- Storage for recycling waste
- Cool storage for home deliveries
- Windows and glazing
- Walls hedges, fences and gates
- Space for drying clothes
- Charging points
- Renewable energy sources
- Satellite, TV and radio antenna

Figure 98: The location and cycle and bin stores should be considered before submitting plans and carefully screened by planting. In this particular case, the forward location and tall roof structure has made this design more detrimental.

Figure 99: The number of car charging points is increasing. They can have a detrimental impact on the appearance of housing, particularly with garish design or led illumination. In a scheme in Chipstead, small black finished points with minimal illumination were chosen.

6.51. Some of these elements, such as security and garden lighting, are not subject to planning controls, however care should be taken that their installation does not have a negative impact on the surrounding environment. For example external lighting should have appropriate intensity and direction of light that does not disturb others, security lights fitted with passive infra-red detectors and/ or timing devices should be adjusted so that they minimise nuisance to neighbours and are not triggered by passing traffic or pedestrians.

6.52. Others may require planning permission or listed building consent and/ or may be subject to building regulations. These may include installation of sources of renewable energy or satellite, TV and radio antenna. Further guidance on various building elements, such as security and garden lighting, TV/satellite

antenna and ground source heat pumps can be found on the Planning Portal[27].

[27] https://www.planningportal.co.uk/info/200130/common_projects

Conversions and Redevelopments of Barns, Farms and Other Buildings in the Countryside

The borough contains a large number of historic barns and farm buildings and detailed guidance on their conversion is given in the Barn and Farm Conversions SPD (available from RBBC website). The general approach is of no windows on public side, to maintain the agricultural appearance, including no rooflights, dormers or chimneystacks, minimising window openings, retaining two thirds of the internal space of a historic barn interior, and minimising the number of units to avoid suburban subdivision of plots within the countryside, with shared farmyard entrances or communal ownership of land where possible and a hedge soft edge buffer to screen the development and any residential elements from the countryside.

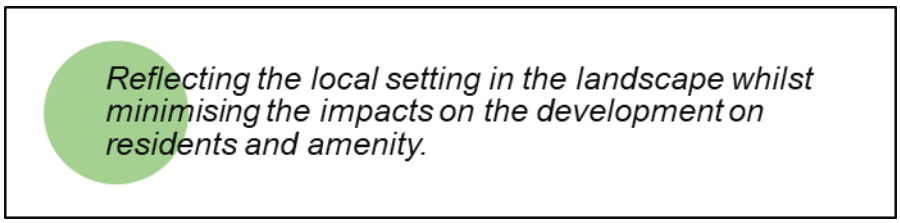
Figure 100: A barn conversion in the borough, showing the general approach of no windows on the public side to maintain the agricultural appearance, including no rooflights, dormers or chimneystacks.

Figure 101: A traditional farmyard conversion with subdivision of plots minimised.

Figure 102: Redevelopment of a yard in countryside using a cohesive farmyard layout with building of agricultural form and minimised gardens to reduce impact on rural landscape.

Figure 103: Farmyard conversion at Merstham with historic granary retained to right and new barn like housing to the rear, using traditional agricultural form (no rooflights, no dormers, no chimneystacks, black featheredge boarding and windows minimised).

Key Design Principle 3: Designing Landscapes



6.53. To ensure that the design of new development makes the best use of land whilst also maintaining, enhancing and protecting the character and local distinctiveness of the area, all new development should consider opportunities to enhance the landscape and ensure that new development responds to the local character and landscape setting. New development must be carefully integrated into the wider landscape and development on the edge of the urban area must treat the boundaries with the countryside sensitively.

Biodiversity, Green Infrastructure & Landscape Protection

6.54. New developments should provide opportunities to achieve net environmental gains, such as enabling new habitat creation or improving public access to the countryside[28]. To contribute to and enhance the natural and local environment, developments should minimise impacts and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures[29].

6.55. Well-designed developments often include site-specific enhancements to achieve biodiversity net gains at neighbourhood, street and plot level. Green corridors can be used to extend and enhance existing ecosystems. Existing areas of valuable biodiversity are protected and enhanced. Priority is given to rare or critical habitats and species[30].

6.56. Protecting and enhancing green and blue infrastructure forms an important part of the borough's strategy. Positive planning can bring a range of social, environmental and economic benefits; from supporting healthy lifestyles and creating opportunities for sustainable travel, to enhancing local biodiversity

[28] NPPF paragraph 118
[29] NPPF paragraph 170
[30] National Design Guide, page 28

and helping to combat climate change and flood risk. Where possible, consideration should be given to supporting initiatives within the council's Green Infrastructure Strategy[31].

6.57. Any development should take into account potential impacts on the natural environment and should aim to minimise these by, for example, limiting the impact of light pollution from artificial lighting[32]. Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050[33]. There may be significant opportunities to retrofit green infrastructure in urban environments. These can be realised through:

- green roof systems and roof gardens,
- green walls to provide insulation or shading and cooling,
- new tree planting or altering the management of land (e.g. management of verges to enhance biodiversity.

6.58. Water management maintains healthy water systems and is important for effective sustainable drainage systems. In well-designed places, water features form part of an integrated system of landscape, biodiversity and drainage. This includes new water features that manage drainage and also existing watercourses. Together with green and brown roofs, swales, rain gardens, rain capture and other drainage, water features create multifunctional 'green' sustainable drainage systems. They also enhance the attractiveness of open spaces and provide opportunities for play, interaction and relaxation.

6.59. Alternatively, places or developments may be designed to adapt to flood conditions. Examples may include a terraced open space where lower levels

[31] www.reigate-banstead.gov.uk/downloads/download/2035/green_infrastructure_strategy
[32] NPPF paragraph 180
[33] National Design Guide, paragraph 135

may become a water feature at certain times, or homes with habitable rooms lifted above flood level[34].

6.60. Further details can be found in the Council's emerging Climate Change & Sustainable Construction SPD and the emerging Biodiversity SPD.

[34] National Design Guide, paragraphs 96 & 97

Trees & Planting

6.62. Many of the most successful residential areas in the borough are set within a strong woodland framework, for example Kingswood and Haroldslea Estates This requires relatively low densities to have sufficient space to accommodate native tree species. Other older suburbs have an established character created by tree-lined avenues, for example Chipstead.

Figure 104: Beech

6.63. Formal and informal tree planting schemes can both be appropriate, depending on the location and context. The pressure to increase residential densities inevitably restricts the space available for tree planting within private back gardens. A typical response is to use fastigiated or small ornamental trees which result in a loss of local distinctiveness. There is a need to encourage the planting of large specimen trees where practical, instead of small ornamental species. It is important that the role of planting is clearly defined at the outset.

Figure 105: Oak

6.64. Surrey has a long history of horticultural innovation, with plants and trees cultivated from all over the world. These imported species have enhanced the unique character of Surrey gardens and this is to be encouraged. Other species not indigenous to Surrey have become naturalised, such as Scots Pine and Sweet Chestnut.

6.65. Planting native species is encouraged, where space and conditions allow. Native species planting in urban areas can complement existing woodland and hedgerows to provide a network of green corridors. Front boundary hedge and shrubbery form an important part of the landscape setting. Beech and Hornbeam hedges, particularly those with hybrid marcescent character, that is not natural and out of keep with the evergreen or deciduous character of most of the borough, should be avoided. To preserve natural habitats and biodiversity the use of plant stock of local origin is advisable. Appropriate plant species for the three landscape areas are summarised below and detailed table can be found in Appendix 2.

Figure 106: Coppice

North Downs

6.66. Beech and English Oak are the dominant species on the North Downs, Ash is also common, however new planting is currently not appropriate due to the Ash dieback disease. Since the 17th century, Sweet Chestnut has been naturalised around Banstead. Hornbeam and Whitebeam are also frequent, and Scots Pine is found in certain areas.

6.67. Holly is associated with English Oak on wetter soils, often making up to 50 percent of the understorey, and Yew with Beech on the drier scarp slope. Holly hedges are a locally distinctive feature. Other species include Field Maple, Silver Birch, Common Hawthorn and Hazel.

Figure 107: Native Woodland

Wealden Greensand

6.68. English Oak and Beech are the dominant species, with naturalised Scots Pine abundant on sandy soils. Yew and Holly are also very common. Frequent smaller tree and shrub species are Field Maple, Silver Birch, Goat Willow,

Grey Willow, Dogwood and Hazel. Hedges are typically of Hawthorne or Hazel with Elm common in Reigate.

Low Weald

6.69. The damper heavy clay soils of the Weald support English Oak, which is the dominant woodland, and hedgerow tree. Sessile Oak is also found. The absence of Beech is noticeable. Field Maple is the dominant small tree with Alder, Blackthorn and Hazel. Hedges tend to be of Common Hawthorn. Other frequent small trees and shrubs are Hairy and Silver Birch, Small Leaved Lime, Goat and Grey Willow and Dogwood.

Specific Recommendations

6.70. **Trees** in older urban areas, including species such as Chestnuts, Limes, Poplars and Planes are often found in tree lined avenues. The Banstead area was famous for its Walnuts in the 17th century and their replanting should be encouraged. Similarly, Holm Oak was planted in Reigate in the 18th and 19th centuries.

Figure 108: Evergreen species create continuous character in RASC areas

6.71. **The evergreen shrubberies** found on the boundaries of larger front gardens, particularly in Kingswood, Walton-on-the-Hill, Chipstead and Reigate are an important part of the local character and should be retained and managed. Holly, Yew, Rhododendrons and Laurel are typically the main species combined with Azaleas, Box, Arbutus and Magnolia. Due to the Box caterpillar disease, new planting of Box is currently not appropriate. Kingswood is well known for its estate roads lined with mature Rhododendrons and Chipstead is typified by an abundance of Holly.

6.72. **Victorian garden** planting made use of many types of needle leaved conifers, for example Giant Fir, Wellingtonia and Cedar of Lebanon, together with Scots

Pine. They provide an interesting and varied silhouette and all year round foliage as specimens.

6.73. **Introduced species**, such as Leylandii Cypress, are a threat to areas of traditional planting. They are particularly unsuitable in semi-rural locations and reduce light penetration to neighbouring properties. Rhododendron ponticum is highly invasive and should not be planted, though historic Rhododendron garden species should be retained and are often of rare species or hybrids. Sycamore is similarly invasive in woodland areas.

6.74. **Traditional landscape features** including hedges, shaws, ditches and banks have been used to enclose fields. The resultant network of boundaries creates the scale and pattern of the landscape, which strongly influences its character. Such historic features should be retained and restored within new residential areas. Hedges survive better when managed in common or public ownership. Ideally, they should be integrated into the footpath and cycle network within 'greenways'. ew hedges should be planted with appropriate native species such as Hawthorn, Hazel and Holly.

Landscape Structure

6.75. Larger development sites should be designed around a coherent landscape structure. This site layout will be required to respect existing landscape features wherever possible, including hedges, trees, streams and ponds and use them as the basis for the arrangement of buildings, circulation and open space.

6.76. Native species, indigenous to the three landscape areas should provide the overall framework within which more ornamental species can be accommodated. (See Appendix 2 for native tree and shrub species.)

6.77. Where there is an exposed edge to open countryside, the planting of woodland shelterbelts can act as a buffer. Community woodland and public open space at the edge of new developments can protect the adjacent countryside from trespass and vandalism and provide a defined urban edge, while visually linking the town with countryside.

Green Corridors, Parkways and Soft Edges

Green corridors or parkways, where new developments or housing estates are set back behind an existing hedge, including country lanes, to keep the feeling of moving through countryside or for the RASCs and other areas of arcadian landscape, where the hedges and tree backdrop form the enclosure so the soft landscape is the dominant character, has been an important planning tool in the borough since the early 20th century.

Equally important are soft edges to the countryside when development is adjacent to the green belt or countryside. This prevents urbanisation of the countryside and suburban areas of the borough, including where urban expansions occur in terms of keeping the borough leafy.

To achieve a green corridor, it would be expected that development should be at least 15 metres (25 metres where possible) back from the hedge line with a tree backdrop provided to soften the silhouette of any housing behind. For soft edge buffer to the countryside, for instance housing estates next to fields, a wooded buffer of 15 metres retained in communal ownership would be expected, with housing set back behind. Green corridors are also beneficial in maintaining local biodiversity. Maintenance of the parkways would generally be held by the management company for the estate, unless where adopted as highway land or public open space.

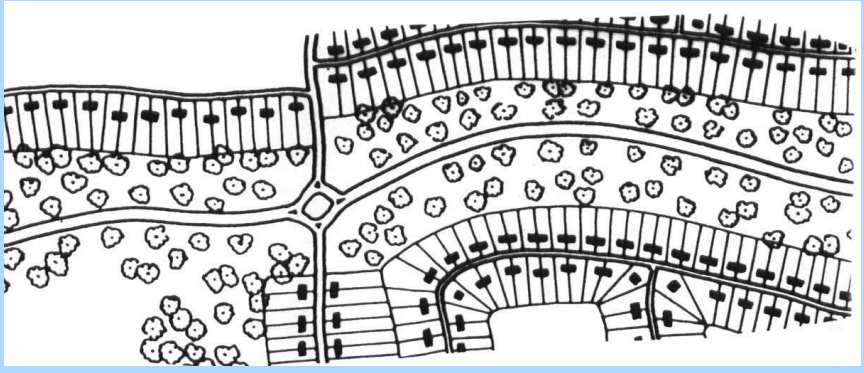


Figure 109: Parker and Unwin's Parkway system was policy since the 1920s so roads appear to run through open countryside with estates behind.

Green Corridors, Parkways and Soft Edges

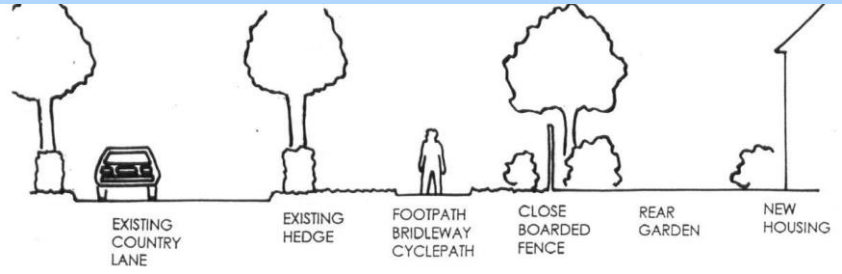


Figure 110: Sketch showing how green corridors or parkways are achieved at present.

Figure 111: Green corridor at Meath Green Lane, Horley with estates and footpaths behind the hedge. The hedges and buffer zone should be retained in communal ownership. Image source: Google maps.

Figure 112: Green corridor at Lake Lane, Horley through a housing estate, keeping a historic hedge line. Image source: Google maps.

Figure 113: Green corridor at Reigate Hill from Victorian principle of setting development back from the road to create an arcadian character and green approach to the town. This is found on main road and other roads throughout the borough. Image source: Google maps.

Figure 114: 1920s planned parkway at London Road North, Merstham, retaining original hedge and field trees with housing development behind. Image source: Google maps.

Figure 115: Soft edge to the countryside at Horley with a 15 metre buffer in communal ownership and housing set back 10 metres behind the buffer. Image source: Google maps.

Open Space

6.78. Public open space plays an important role in shaping the overall urban design strategy for the development of larger sites. It should be:

- Based around existing landscape features (streams, ponds, hedgerows) wherever practical;
- Integrated with sustainable drainage features such as swales and retention ponds;
- Have a clear function, serving the needs of the community, including people with mobility impairments;
- Be provided in accordance with requirements in DMP Policies DES5 'Delivering high quality homes' and OSR2 'Open space in new developments'; and
- Linear open space should generally be fronted onto and not backed onto buildings to ensure safety and security.

7. Case Studies

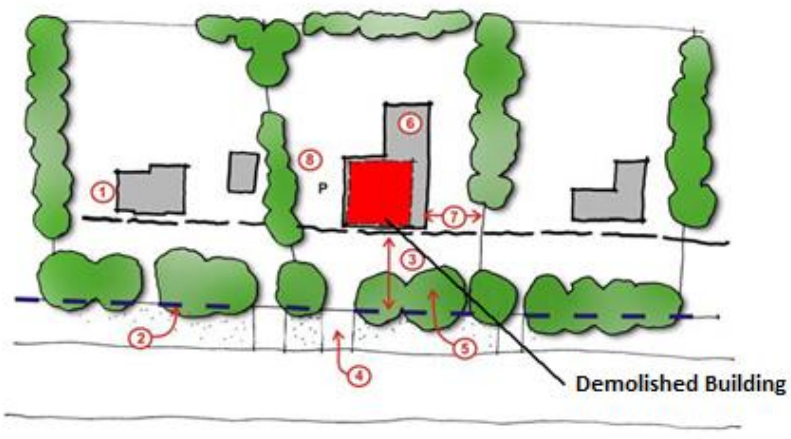
7.1. This chapter provides seven case studies illustrating some of the design principles and approaches identified in the previous chapters, which underpin successful housing schemes. The case studies below include the character areas to which they are most relevant to, however this does not mean that development of this kind will always be appropriate in those areas or indeed that it will not be appropriate in any other areas not listed below. Each development will be decided based on individual circumstances:

- One for One Replacement Housing (mostly relevant in Pre-Victorian housing including Village Centres and 1930s – 1950s Suburbia)
- Plot Sub-Division (mostly relevant in Pre-Victorian housing including Village Centres and 1930s – 1950s Suburbia)
- Infill Development to the Rear of Existing Housing (mostly relevant in 1930s – 1950s Suburbia)
- Detached House Replaced by Single Block of Flats (mostly relevant in Victorian/ Edwardian including Town Centres and 1930s – 1950s Suburbia)
- Historic Centre/Town Centre Development (mostly relevant in Pre-Victorian housing including Village Centres and Victorian/ Edwardian including Town Centres)
- Development on the Countryside Edge (mostly relevant in 1980s – 1990s Estates and 2000s – Most recent trends)
- High Density Urban Intensification (mostly relevant in Town centres and 1930s – 1950s Suburbia)

7.2. The case studies should not be read in isolation, but used in conjunction with the objectives, principles and character area studies outlined in Chapters 5 and 6. They are intended to be indicative only, in order to encourage creative solutions and other building and layout configurations that conform to the design objectives and principles while providing valid design solutions.

Case Study 1 – One for One Replacement Housing

1. Retain common building line where this exists.
2. Retention and enhancement of consistent boundaries where they exist. Native hedgerows and hedgerow trees should be retained and enhanced on former country lanes to maintain character. Where a consistently open or planted character exists, this should be reflected.
3. The landscape setting of the dwelling should be primarily soft landscape/grass and the common distance between dwellings and the front boundary maintained.
4. Treatment of driveways should be consistent with other properties where a common landscape framework exists and should avoid the loss of mature trees.
5. Existing trees should be retained and protected.
6. Increased building provision should be located to the rear of the property, subject to amenity of adjoining properties.
7. The average distance between buildings within the vicinity and their side boundaries should be maintained.
8. Hard standing/garaging should be located to the side/rear of the building, subject to residential amenity. Garages should not protrude beyond the building line.
9. Replacement dwellings within areas with irregular building lines should be positioned to consider residential amenity of adjoining dwellings.



Case Study 1 Example: 88 Fir Tree Road, Banstead

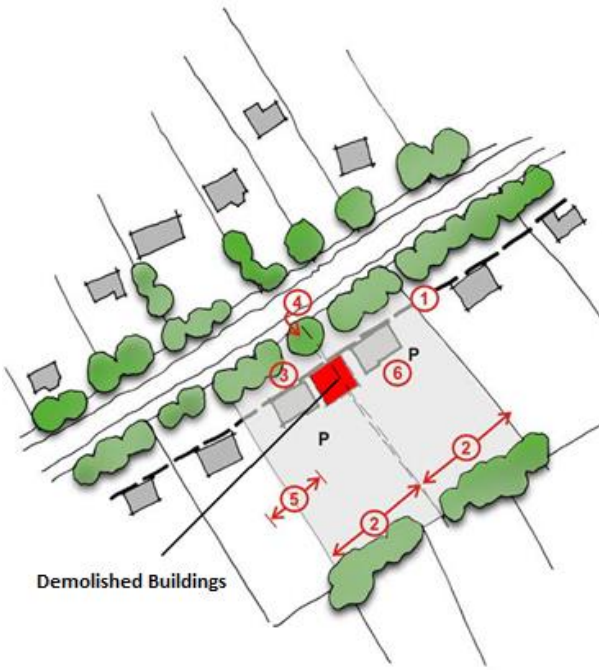
Figure 116: Original house (image source: google maps)

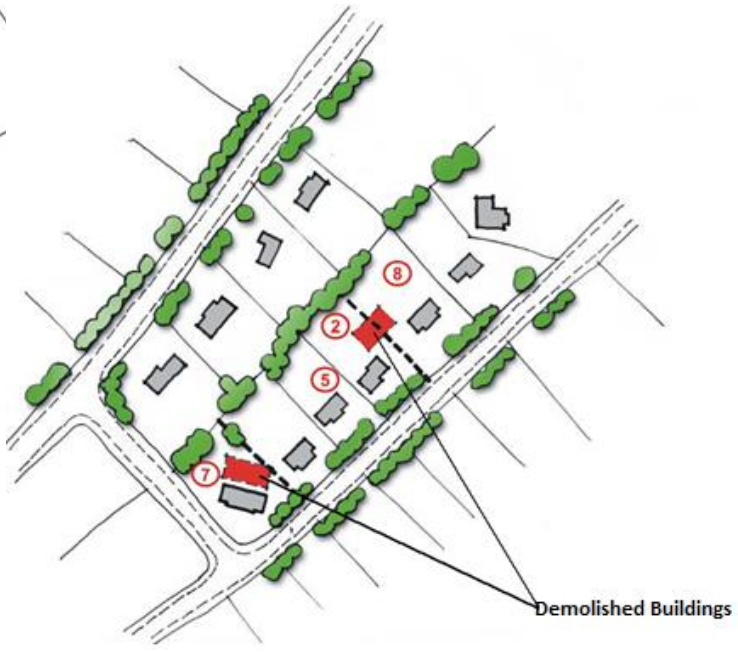
Figure 117: Replacement dwelling (image source: google maps)

Demolition of existing house and the erection of replacement dwelling, permitted under planning permission 16/00518/F. The 'Mock Tudor' design with projecting gable to the front elevation and external wood grain finishing is similar to a number of properties within the street scene and therefore not out of character in this case. Dormers to the rear elevation feature pitched roofs and narrow cheeks, complying with the council's supplementary planning guidance. The boxed bargeboards and large eaves fascia, however, should generally be avoided as non-traditional and bulky detail. The hardstanding frontage and reduction in greenery are also to be avoided.

Case Study 2 – Plot Sub-Division

1. Retain common building line where this exists.
2. Plot width should reflect those within the vicinity.
3. Existing mature trees and boundary vegetation to be retained.
4. Treatment of driveways should be consistent with other properties where a common landscape framework exists and should avoid the loss of mature trees.
5. Distances between buildings should be comparable with those in the vicinity or estate as a whole to maintain the character.
6. Hard standing/garaging should be located to the side of the building.
7. Existing landmark buildings should be replaced by new landmark buildings.
8. Replacement dwellings within areas with irregular building lines should be positioned to consider residential amenity of adjoining dwellings.





Case Study 2 Example: 40 Blackborough Road, Reigate

Figure 118: Proposed site layout

Figure 119: Proposed elevations

Figure 120: Original house

Figure 121: Replacement houses

Demolition of existing dwelling and erection of two detached dwellings. Approved under planning permission 17/00161/F, this scheme follows application previously refused due to poor design and being out of keeping with the character of the area. The implemented scheme amended the siting of the houses, reducing the extent of built development and improved the relationship with neighbouring buildings. The improved design is more traditional with reduced extend of glazing and rationalisation of openings, resulting in more sympathetic proposal in keeping with the existing streetscape. Whilst approved in this example, parking dominated frontages should generally be avoided.

Case Study 3 – Infill Development to the Rear of Existing Housing

1. Infill development should seek to retain a continuous street frontage and reflect the height and form of existing dwellings retaining mature trees wherever possible.
2. Development should seek to improve permeability, by creating new connections, particularly where the existing street block size is large.
3. The new development should be orientated to create a street, with continuous street frontage and a clear definition of semi-public and private space between existing and adjoining new development e.g. back to back.
4. Maintain space between existing buildings and new access roads to maintain the street scene and to provide space for new landscaping. Demolishing an existing property to provide adequate space for new access road may be an appropriate solution.
5. Smaller infill development should address the junction between new and existing streets, with buildings that 'turn the corner'.
6. Where possible, the public side of buildings should address the new street, while private space should adjoin the private space of existing dwellings. Dwellings should not face the private space of existing dwellings.
7. In many cases there will be opportunities to increase density through the inclusion of smaller units within the building blocks indicated on the sketches.

Case Study 3 Example: Shelvers Way, Tadworth

Figure 122: Development permitted under 18/01134/F (in colour), next to previously permitted development under 17/02097/F (black & white)

Figure 123: Development permitted under 15/02752/F

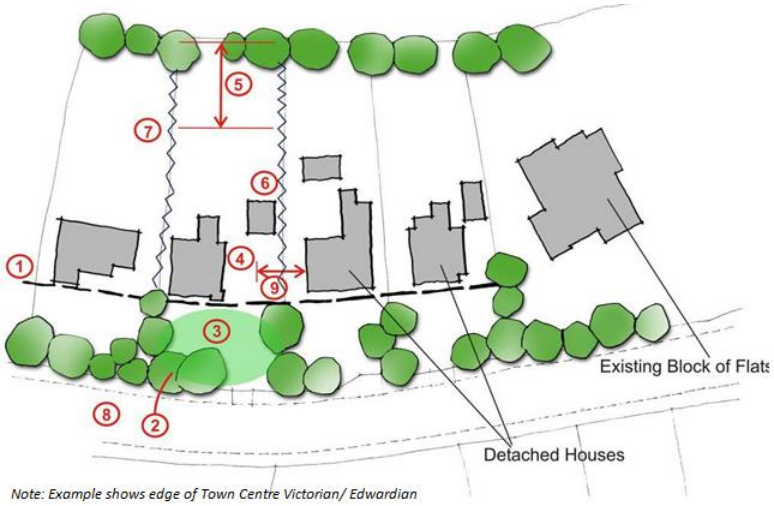
Figure 124: Shelvers Way development

Figure 125: Access road

Infill development of back gardens. Latest permission for six houses under 18/01134/F follows on to two previously permitted schemes, utilising access from Shelvers Way, permitted under planning permission 15/02752/F. The access was gained by a demolition of an existing dwelling (Stanton Lodge), which enabled appropriate pedestrian and vehicular access from Shelvers Way, aided by an adjacent speed bump. The scale, massing and external traditional appearance of the latest development, whilst on smaller plots, are comparable with the existing properties fronting Shelvers Way and also in keeping with the two previously approved schemes. The development presents an identifiable sense of frontage with the 'public' sides of the dwellings oriented to the new street and constituting a spacious layout with car parking domination avoided and giving the benefit of acceptable planting and landscaping. A joint approach presenting the whole scheme under a single planning application could have been beneficial in this instance, enabling more comprehensive delivery across the whole site, including potentially the provision of affordable housing.

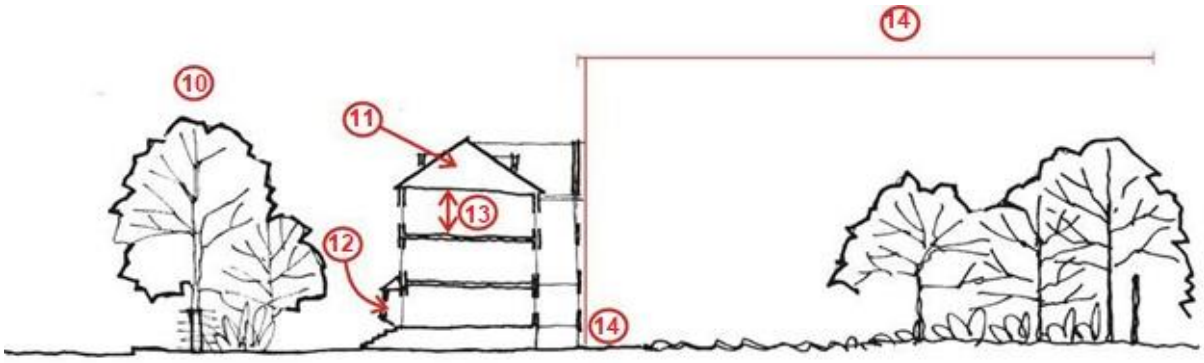
Case Study 4 – Detached House Replaced by Single Block of Flats

1. Where a common building line exists, this should be reflected in the proposals.
2. Existing mature trees and boundary planting should be retained and protected, particularly where trees contribute to the overall character of the area.
3. The front of the block of flats should be predominantly soft landscape/ grass, which reflects the character of neighbouring dwellings.
4. Parking/ hard standing could be located to the side or preferably within the basement of the development and should not impact upon the visual amenity of neighbouring dwellings. In some cases, existing mature front boundary planting and new planting proposals may justify some parking in front of the building.
5. The size of communal garden should reflect that of the surrounding area.
6. Ancillary buildings should be kept to a minimum with any garaging accommodated within the basement of the flats.
7. Boundaries should be planted to reduce impact from vehicles and retain visual amenity of neighbouring dwellings.
8. Existing boundaries should be retained and enhanced, particularly in country lanes where the frontage is an indigenous hedgerow. Existing planting along boundaries with adjoining properties should also be retained where possible.
9. Maintain visual separation between dwellings and carefully locate windows to maximise privacy.



Note: Example shows edge of Town Centre Victorian/ Edwardian

10. Boundary vegetation retained/ enhanced.
11. Accommodation within the roof space needs to be detailed such that the roof forms are not overly dominated by dormer windows. In addition, multiple vents protruding through the roof should be avoided, possibly by their amalgamation within a chimney.
12. Bay windows and balconies should articulate the façade.
13. Building and floor heights should reflect those prevalent in the area to maintain scale and proportion.
14. Hard standing at the rear of the building should be kept to a minimum, with soft landscape predominating within communal garden areas.



Example: Brighton Road, Banstead

Figure 126: Proposed elevations

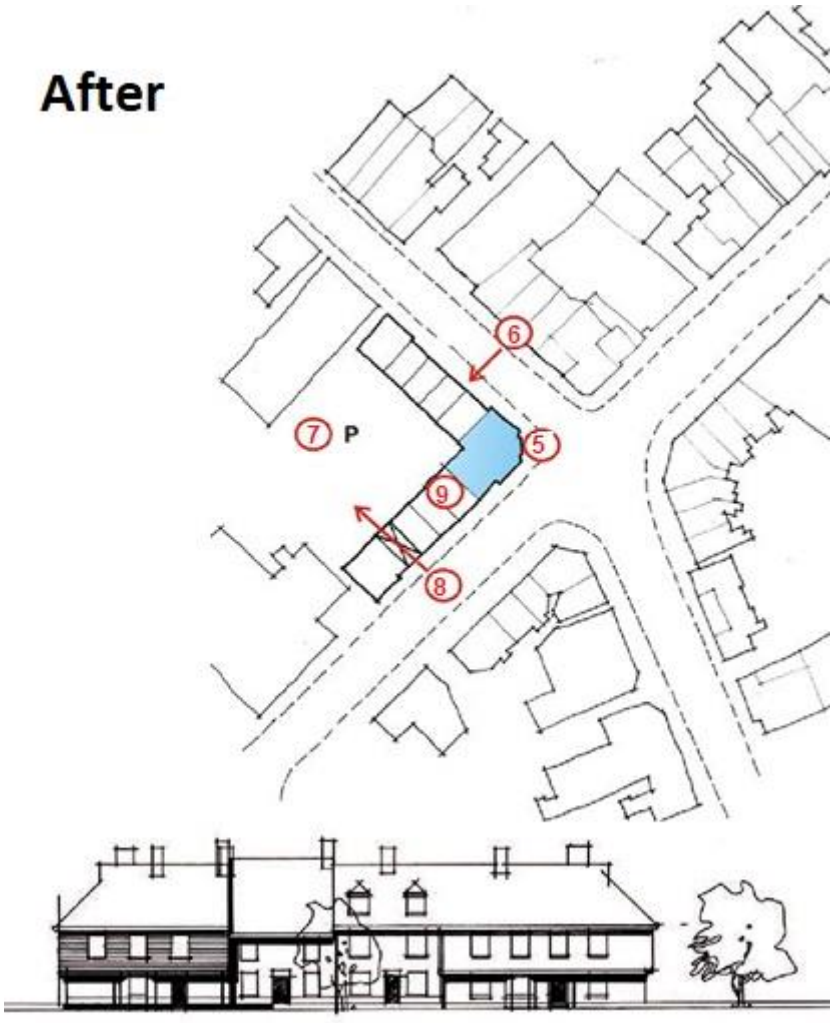
Figure 127: Finished buildings

Demolition of detached house and replacement with a block of flats. The above images show the site of former number 12 (on the right, built under the planning permission 14/02352/F), next to the former number 14, developed previously under permission 13/02169/F. The new building follows the existing building line and is of comparable scale or built form and design to that at former number 14. Adequate separation distance with the neighbouring properties is provided. The positioning of the carpark to the front of the property in both schemes has been deemed acceptable due to the car parking spaces being slightly set back from the front boundary and adequate landscaping has been proposed to the front and side of the site.

Case Study 5 – Mixed Use Development within a Historic Centre/ Town Centre

1. Previous eras of development such as 1960s garage set back from the building line.
2. Original historic building line development pattern, and plot boundaries lost, can be reflected in the new development.
3. Junction or node of activity is poorly defined spatially due to set back of existing building.
4. Single use does not make efficient use of land or provide interest in central location.

5. Corner feature with key building frontage – opportunity to create a landmark feature. Windows should afford good views and surveillance of the streets.
6. Respect/redefine the building line.
7. Locate parking to the interior of the street block and explore opportunities to rationalise existing parking, servicing and the appearance of the rear courtyard.
8. Reintroduce carriageway arches for vehicle accesses to maintain a continuous street frontage.
9. Within the building, consider potential conflicts between certain commercial uses and residential to be located above. Reflect the rhythm of former plot boundaries in the articulation of the façades.



Case Study 5 Example: 65b High Street, Reigate

Figure 128: Before (Image source: Google maps)

Figure 129: After (Image source: Google maps)

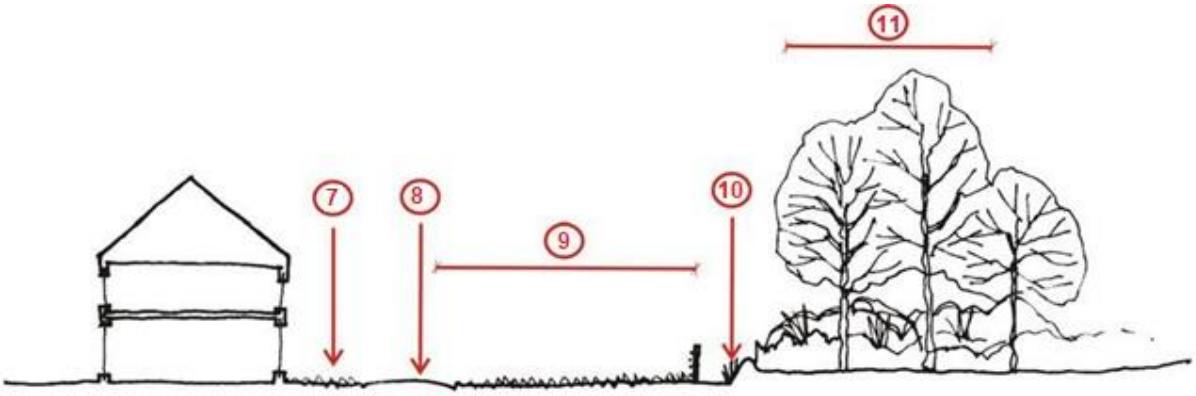
Scheme at 65b High Street, Reigate. Demolition of existing buildings and the construction of a mixed-use development of shop unit to the ground floor, flats above the shop and residential housing behind, permitted under planning application 06/01538/F. The design follows the local conventions of proportions, it is in scale with the listed buildings and conservation area and uses local materials such as handmade clay plain tiles.

Case Study 6 – Countryside Edge

This case study has been included primarily to assist with comprehensive development, but some aspects will be relevant to smaller developments.

1. Where appropriate treatment of access roads should reflect country lanes with minimal carriageway widths/single carriageways with passing places as a sensitive means of achieving traffic calming. Surface treatment should be rural in character e.g. bound gravel.
2. Woodland timber stock fences should be set back from the woodland edge so they are not visible.
3. A neighbourhood or 'village' green should provide a focus for activities e.g. play area, while also providing a setting for new development.
4. A 30 metre woodland buffer to integrate new housing areas adjoining the countryside would be encouraged.
5. On the edge of the urban area, the layout and density of development should achieve a transition to the adjacent countryside.
6. Higher density of development adjoining existing settlement or more central areas.

7. Front boundaries for properties overlooking woodland or open countryside should either be consistent or omitted. This should be controlled by agreement or a condition.
8. Where appropriate carriageways should be a shared surface lane with no kerbs and mown verges.
9. A margin between dwellings and existing woodland should be included to provide a buffer/open space and managed as part of an overall strategy.
10. Traditional features such as wood banks could be introduced but should be managed.
11. Ongoing woodland management or defined use for pasture should be considered as part of the development. Management plans should be clearly defined over an agreed timescale and include measures such as replanting, coppice and tree works.



Case Study 6 Example: Westvale Park, Horley

Figure 130: Westvale Park, rural edge

Figure 131: Westvale Park. Image source: A2 Dominion website

Edge of town development of a new neighbourhood permitted via planning permission 04/02120/OUT for 1,510 new homes and a neighbourhood centre. The rural edge of the development has a lower density semi-rural character, providing transition from the higher density urban areas. Predominantly 2 with occasional 2.5 storey buildings with informal or irregular building line and larger setback and front gardens. Boundary treatment to include formal hedges, walls and railings. Complementary to the character and local distinctiveness of the area, the scheme used plain tile roofs, tile hanging and brick, and traditional Wealden forms of short span high pitch roofs.

Case Study 7 – High Density Urban Intensification

In accordance with Paragraph 122 of the revised NPPF, in boroughs such as Reigate & Banstead with significant development constraints (i.e. Green Belt, Flood Zones etc.), development should make optimal use of land, particularly in areas of high accessibility, such as town centres.

Proposals for higher density schemes however require special consideration in terms of their impact on location and siting, relationship to context, impact on local character, views and composition.

Higher density schemes should respond positively to surrounding building heights, depths, lines, street frontages and massing and provide an appropriate scale compatible with their surroundings. Historic buildings including statutory and locally listed buildings should be retained and any scheme need to respect, preserve or enhance Conservation Areas and their setting, including backdrops and views in and out of such areas. A high-density scheme is not justification in itself for detriment to the historic environment or landscape designations.

Where higher density schemes are considered appropriate, consideration should be given to sight lines, composition (how they meet the ground and the sky), and environmental impacts, such as sunlight, daylight, overshadowing and wind. Consideration should be given to how the orientation of the building mass can be used to mitigate the effects of overshadowing on adjacent areas of development. Access to direct sunlight improves the usability of public space and the quality of rooms in buildings that face that space. It is important to consider how building's massing will affect both direct access to sunlight and sky views.

Proposals for higher density urban buildings should minimise a negative climatic impact on the surrounding area, including the diversion/funnelling of high-speed winds. Careful sitting and design of such buildings can reduce the impacts of high-level winds at ground level. Accelerated winds (wind canyon effect) caused when wind is funnelled between two buildings should be avoided and consideration should be given to the height, spacing and orientation of the buildings in a specific area as these factors can affect the intensity of wind acceleration.

Higher density urban schemes should still provide occupants with high quality open space. This could include provision of balconies, internal courtyards and roof terraces. Roof terraces incorporating living vegetation could also serve as a method of mitigating the effect of taller buildings on thermal heat.

When designing higher density schemes, consideration should still be given to local character and distinctiveness of the surroundings and they should be designed in accordance with the guidance in this SPD. Where appropriate the detailing and design language of the building should seek to break down the massing of the building horizontally and vertically. Material palettes should reflect the local character and distinctiveness of the area but where appropriate on taller schemes could provide some differentiation through the use of slightly lighter materials on higher floors to create a lighter top to the building to reduce perceived massing. When designing higher density schemes in areas where higher density schemes already exist, such as Redhill town centre, consideration should be given to the way in which higher density schemes connect.

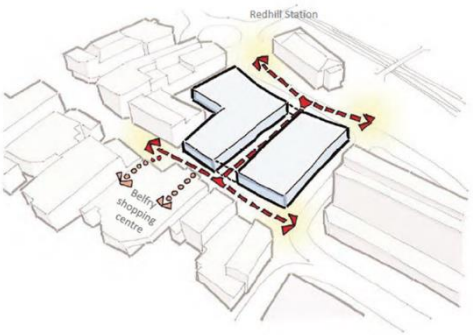


Figure 132: Marketfield Way Redhill - A mixed-use development providing new multi-screen cinema and flexible retail, restaurant and café units on ground floor with residential apartments above, granted under planning permission 16/01066/F. Buildings comprising part five, part six, part ten and part thirteen storeys with accompanying car parking and cycle storage, offer a dual frontage, facing onto both High Street and Marketfield Way with central break providing pedestrian access vial a partially covered colonnade, helping to better connect and link the train station and south end of the High Street. The design and materials of the cinema and residential elements are quite different, intentionally so, to reflect their contrasting uses.

Case Study 7 Example: Former Redhill Youth Association Hall, Marketfield Way

Figure 133: CGI of proposed development at former Redhill Youth Association Hall.

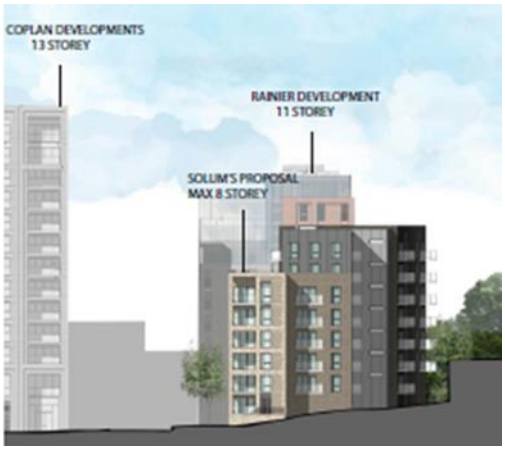


Figure 134: CGI of proposed development at former Redhill Youth Association Hall in relation to neighbouring developments.

Demolition of the existing single storey youth association hall and erection of a new building of 6-8 storeys providing 50 residential dwellings and a new community hall granted under planning permission 17/02876/F.

It was considered that whilst the scheme represents a more dense form of development than currently on the site that it was appropriate in this location given the existing and emerging context of larger scale development along the A23. The scheme's appearance, detailing and materials palette was designed to ensure some consistency with higher density schemes approved on Former Liquid & Envy Scheme and Marketfield Way but without appearing monotonous or repetitive to reduce the bulked appearance of the schemes in cumulation. A staggered height is included in the design to reduce the impact of domination onto Marketfield Way. An area of public realm incorporating new hard and soft landscaping has been included within the design to be provided around the building, including a new public space/ pedestrian route to the subway.

Appendices

Appendix 1: Local Plan Policies

Core Strategy

Core Strategy Policy CS4: 'Valued townscapes and the historic environment' provides a requirement for developments within townscapes and the historic environment to be "designed sensitively to respect, conserve, and enhance the historic environment, including heritage assets and their settings". It also states that "development will respect, maintain and protect the character of the valued townscapes in the borough, showing consideration for any detailed design guidance that has been produced by the Council for specific built-up areas of the borough".

Core Strategy Policy CS10: 'Sustainable development' provides criteria that any new development needs to meet in order to be considered sustainable. "These criteria will help ensure that new development creates spaces and places that are well designed in practical and aesthetic terms and meet the needs of today and also address the needs of future generations."[35]

The Council recognises the need to lower local carbon emissions in the borough as well as the part that new developments need to play in achieving the targets, through meeting high standards of design and construction[36]. Core Strategy Policy CS11: 'Sustainable construction' states that "the Council will work with developers and other partners to encourage and promote the development of decentralised and renewable or low carbon energy as a means to help future development meet zero-carbon standards affordably."

Core Strategy[37] states that to enable development of sustainable and balanced communities, future housing development will require to "provide a mix of housing tenures, types and sizes to meet the needs of the wide range

[35] Core Strategy paragraph 7.1.2
[36] Core Strategy paragraph 7.2.2
[37] Core Strategy paragraph 7.5.1

of household types that exist in the borough". Core Strategy Policy CS14: 'Housing needs of the community' states the Council's commitment to seek a range of housing types and tenures through the redevelopment of existing housing stock or new development as well as requirement of any housing developments to contain an appropriate housing mix in accordance with assessments of housing need, site size and characteristics.

Development Management Plan (DMP)

To deliver the vision and objectives of the Core Strategy with regard to design and character, the DMP sets out a series of detailed policies.

DMP Policy DES1: 'Design of new development' states that "all new development will be expected to be of a high-quality design that makes a positive contribution to the character and appearance of its surroundings". It sets out detailed criteria that any new development needs to meet, including promoting and reinforcing local distinctiveness and respecting the character of the surrounding area.

DMP[38] recognises that poorly designed garden development has the potential to impact negatively on the character of local areas. DMP Policy DES2: 'Residential garden land development' sets out detailed criteria that any new back garden scheme will be required to comply with in order to maintain and enhance the character and appearance of its surroundings in relation to the immediate vicinity and also the broad locality within which a site is situated.

Reigate & Banstead has a number of designated Residential Areas of Special Character (RASCs), which are recognised for their individual identity and distinct character. DMP Policy DES : 'Residential Areas of Special Character' lists the borough's RASCs and sets detailed requirements that any development within RASCs needs to adhere to.

DMP Policy DES4: 'Housing mix' seeks to ensure that a range of home sizes is provided as part of new developments. It states that "all new residential

[38] DMP paragraph 2.1.10

developments should provide homes of appropriate type, size and tenure to meet the needs of the local community" and sets out requirements that all new developments need to follow.

DMP recognises that in order for all new homes to provide suitable and adequate space for day-to-day living, irrespective of type and number of bedrooms, all new developments (including conversions) need to meet internal space standards[39]. DMP Policy DES5: 'Delivering high quality homes' states that "all new residential developments (including conversions) must provide high quality, adaptable accommodation, and provide good living conditions for future occupants" as well as lists a set of requirements that all developments must meet.

Construction of new development can have a detrimental impact on the amenity and safety within the neighbourhood. DMP Policy DES : 'Construction management' states that the Council may require Construction Management Statement to be agreed and implemented on case by case basis and it lists the information that the statement should include.

To consider a development to be well-designed, it must take into account the impact it will have on the surrounding environment. This includes both the impact on the surrounding area, properties and residents, but also the impact of the environment on that development. DMP Policy DES9: 'Pollution and contaminated land' states that "development will only be permitted where it can be demonstrated it will not result in a significant adverse or unacceptable impact on the natural or built environment, amenity or health and safety due to fumes, smoke, steam, dust, noise, vibration, smell, light or any other form of air, land, water or soil pollution.

Reigate and Banstead has a rich and varied historic environment, which plays a key role in defining the distinctive character and individuality of the borough. DMP Policy NHE9: 'Historic Assets' requires that development proposals must be sensitive to their impact on heritage assets and/or its settings with regard

[39] DMP paragraph 2.1.22

to use of appropriate materials, design and detailing. This approach seeks to ensure that significance and setting of existing Heritage Assets are preserved and respected.

Appendix 2: Native Tree and Shrub Species

Table 1: Species native to Surrey appropriate for new planting based on landscape area

Common Name	Botanical Name	North Downs	Wealden Greensand	Low Weald
Alder	Alnus glutinosa	No	Yes	Yes
Buckthorn, Alder	Frangula alnus	No	No	No
Buckthorn, Purging	Rhamnus catharticus	No	No	No
Aspen	Populus tremula	No	No	No
Beech	Fagus sylvatica	Yes	Yes	No
Birch, Hairy	Betula pubescens	No	Yes	Yes
Birch, Silver	Betula pendula	Yes	Yes	Yes
Blackthorn	Prunus spinosa	No	No	Yes
Broom	Cytisus scoparius	No	No	No
Butchers Broom	Ruscus aculeatus	No	No	No
Wild Cherry	Prunus avium	Yes	No	Yes
Crab Apple	Malus sylvestris	No	No	Yes
Dogwood	Cornus sanguinea	No	Yes	Yes
Elder	Sambucus nigra	Yes	No	No
Elm, English	Ulmus procera	No	Yes	No
Elm. Wych	Ulmus glabra	Yes	No	No
Field Maple	Acer campestre	Yes	No	Yes
Gorse	Ulex europaeus	No	No	No
Guelder Rose	Viburnum opulus	No	No	No
Hawthorn, Common	Crataegus mongyna	Yes	Yes	Yes
Hawthorn, Woodland	Crataegus laevigata	No	No	No
Hazel	Corylus avellana	Yes	Yes	Yes
Holly	Iiex aquifolium	Yes	Yes	Yes
Hornbeam	Carpinus betulus	Yes	No	No
Juniper	Juniperus communis	No	No	No
Lime, Large Leaved	Tilia platyphyllos	No	No	No
Lime, Small Leaved	Tilia cordata	No	No	Yes
Oak, English	Quercus robur	Yes	Yes	Yes
Oak, Sessile	Quercus petaea	No	Yes	Yes
Osier	Salix viminalis	No	No	No
Popular, Grey	Populus canescens	No	No	No
Popular Black	P.nigra var. betulifolia	No	No	No
Privet	Ligustrum vulgare	No	No	No
Rose, Dog	Rosa canina	Yes	No	No
Rose, Field	Rosa arvensis	No	No	No
Rose, Sweet Briar	Rosa rubiginosa	No	No	No
Rowan	Sorbus aucuparia	No	No	No
Spindle	Enonymus suropaeus	No	No	No
Spurge Laurel	Daphne laureola	No	No	No
Wayfaring Tree	Viburnum lantana	Yes	Yes	No
Whitebeam	Sorbus aria	Yes	Yes	No
Wild Service Tree	Sorbus torminalis	No	No	Yes

Common Name	Botanical Name	North Downs	Wealden Greensand	Low Weald
Willow, Almond	Salix triandra	No	No	No
Willow, Crack	Salix fragilis	No	Yes	No
Willow, Eared	Salix aurita	No	No	No
Willow, Goat	Salix caprea	Yes	Yes	Yes
Willow, Grey	Salix cinerea	No	Yes	Yes
Willow, Purple	Salix purpurea	No	No	No
Willow White	Salix alba	No	No	No
Yew	Taxus baccata	Yes	Yes	No

Please note certain types of the species only occur as hedges and other tree species only appear in wet conditions such as water meadows.