TANREDGE DISTRICT LANDSCAPE AND VISUAL ASSESSMENT
For a Potential Garden Village Location

August 2017
Rev C
EXECUTIVE SUMMARY

Hankinson Duckett Associates (HDA) carried out a landscape and visual appraisal of broad locations identified by Tandridge District Council as potential options for new settlements or extensions to existing settlements. In total, ten broad locations have been considered in this Study.

The Study has explored where development of at least 145ha of land (including 69ha of residential land approximately 2000 units, 66ha of public open space and sustainable drainage and a new local or village centre of approximately 10ha, to include a primary school, local facilities and 2.5ha of employment land) could be accommodated in the landscape. The potential garden village location has been considered within a larger study area, so as to provide context with the surrounding landscape.

High level analysis of the potential garden village locations and their immediate environs has identified a limited number of locations where substantial new development may be accommodated within well-defined landscape boundaries, without significant landscape and visual impacts on the wider landscape. Potential Garden Village locations, which have been assessed to relate well to the existing road and rail infrastructure, and would not result in coalescence with adjacent villages and towns, have been determined to have high or medium potential to accommodate development in the wider landscape. Of the ten areas considered, high level analysis identified four broad locations where substantial new development may be accommodated in the wider landscape.

Blindley Heath has been assessed as a location with a high potential to accommodate future development on the scale identified by the District Council.

Redhill Aerodrome, South Godstone and land to the west of Edenbridge have been assessed as locations with a medium potential to accommodate future development.

Chaldon, Lambs Business Park, Horne, Lingfield, Hobbs Industrial Estate and Copthorne have been assessed to have a low potential, and unable to accommodate the new settlement requirement of the District Council within well-defined landscape boundaries and are likely to have significant landscape and visual impact on the surrounding landscape.
<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
<th>Subsection</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0 Introduction</td>
<td>1</td>
<td>Fig 2 Landscape Character Type</td>
<td>57</td>
</tr>
<tr>
<td>1.0 Introduction</td>
<td>1</td>
<td>Fig 3 Landscape Analysis Plan</td>
<td>58</td>
</tr>
<tr>
<td>2.0 Methodology</td>
<td>2</td>
<td>Fig 4 Visual Analysis Plan</td>
<td>61</td>
</tr>
<tr>
<td>2.0 Methodology</td>
<td>2</td>
<td>Fig 5 Photolocation Plan</td>
<td>62</td>
</tr>
<tr>
<td>2.0 Methodology</td>
<td>2</td>
<td>Fig 6 Constraints and Opportunities</td>
<td>70</td>
</tr>
<tr>
<td>3.0 Chaldon LVA</td>
<td>5</td>
<td>Fig 7 Potential Garden Village Location</td>
<td>72</td>
</tr>
<tr>
<td>3.0 Chaldon LVA</td>
<td>5</td>
<td>Fig 1 The Study Area</td>
<td>73</td>
</tr>
<tr>
<td>3.0 Chaldon LVA</td>
<td>5</td>
<td>Fig 2 Landscape Character Type</td>
<td>74</td>
</tr>
<tr>
<td>3.0 Chaldon LVA</td>
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<td>Fig 3 Landscape Analysis Plan</td>
<td>75</td>
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<td>3.0 Chaldon LVA</td>
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<td>Fig 4 Visual Analysis Plan</td>
<td>76</td>
</tr>
<tr>
<td>3.0 Chaldon LVA</td>
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<td>Fig 5 Photolocation Plan</td>
<td>77</td>
</tr>
<tr>
<td>3.0 Chaldon LVA</td>
<td>5</td>
<td>Fig 6 Constraints and Opportunities</td>
<td>78</td>
</tr>
<tr>
<td>3.0 Chaldon LVA</td>
<td>5</td>
<td>Fig 7 Potential Garden Village Location</td>
<td>79</td>
</tr>
<tr>
<td>4.0 Redhill Aerodrome LVA</td>
<td>21</td>
<td>Fig 1 The Study Area</td>
<td>73</td>
</tr>
<tr>
<td>4.0 Redhill Aerodrome LVA</td>
<td>21</td>
<td>Fig 2 Landscape Character Type</td>
<td>74</td>
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<td>21</td>
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<td>75</td>
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<td>21</td>
<td>Fig 4 Visual Analysis Plan</td>
<td>76</td>
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<td>4.0 Redhill Aerodrome LVA</td>
<td>21</td>
<td>Fig 5 Photolocation Plan</td>
<td>77</td>
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<td>4.0 Redhill Aerodrome LVA</td>
<td>21</td>
<td>Fig 6 Constraints and Opportunities</td>
<td>78</td>
</tr>
<tr>
<td>4.0 Redhill Aerodrome LVA</td>
<td>21</td>
<td>Fig 7 Potential Garden Village Location</td>
<td>79</td>
</tr>
<tr>
<td>5.0 Lambs Business Park LVA</td>
<td>41</td>
<td>Fig 1 The Study Area</td>
<td>97</td>
</tr>
<tr>
<td>5.0 Lambs Business Park LVA</td>
<td>41</td>
<td>Fig 2 Landscape Character Type</td>
<td>98</td>
</tr>
<tr>
<td>5.0 Lambs Business Park LVA</td>
<td>41</td>
<td>Fig 3 Landscape Analysis Plan</td>
<td>99</td>
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<td>41</td>
<td>Fig 4 Visual Analysis Plan</td>
<td>100</td>
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<tr>
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<td>41</td>
<td>Fig 5 Photolocation Plan</td>
<td>101</td>
</tr>
<tr>
<td>5.0 Lambs Business Park LVA</td>
<td>41</td>
<td>Fig 6 Constraints and Opportunities</td>
<td>102</td>
</tr>
<tr>
<td>5.0 Lambs Business Park LVA</td>
<td>41</td>
<td>Fig 7 Potential Garden Village Location</td>
<td>103</td>
</tr>
<tr>
<td>6.0 South Godstone LVA</td>
<td>55</td>
<td>Fig 1 The Study Area</td>
<td>117</td>
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<td>6.0 South Godstone LVA</td>
<td>55</td>
<td>Fig 2 Landscape Character Type</td>
<td>118</td>
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<td>6.0 South Godstone LVA</td>
<td>55</td>
<td>Fig 3 Landscape Analysis Plan</td>
<td>119</td>
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<td>Fig 4 Visual Analysis Plan</td>
<td>120</td>
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<td>55</td>
<td>Fig 5 Photolocation Plan</td>
<td>121</td>
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<td>6.0 South Godstone LVA</td>
<td>55</td>
<td>Fig 6 Constraints and Opportunities</td>
<td>122</td>
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<td>55</td>
<td>Fig 7 Potential Garden Village Location</td>
<td>123</td>
</tr>
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<td>7.0 Land West of Edenbridge LVA</td>
<td>20</td>
<td>Fig 1 The Study Area</td>
<td>93</td>
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<td>7.0 Land West of Edenbridge LVA</td>
<td>20</td>
<td>Fig 2 Landscape Character Type</td>
<td>94</td>
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<td>95</td>
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<td>97</td>
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<td>7.0 Land West of Edenbridge LVA</td>
<td>20</td>
<td>Fig 6 Constraints and Opportunities</td>
<td>98</td>
</tr>
<tr>
<td>7.0 Land West of Edenbridge LVA</td>
<td>20</td>
<td>Fig 7 Potential Garden Village Location</td>
<td>99</td>
</tr>
<tr>
<td>8.0 Blindley Heath LVA</td>
<td>22</td>
<td>Fig 1 The Study Area</td>
<td>112</td>
</tr>
<tr>
<td>8.0 Blindley Heath LVA</td>
<td>22</td>
<td>Fig 2 Landscape Character Type</td>
<td>113</td>
</tr>
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<td>22</td>
<td>Fig 3 Landscape Analysis Plan</td>
<td>114</td>
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<tr>
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<td>22</td>
<td>Fig 4 Visual Analysis Plan</td>
<td>115</td>
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<td>22</td>
<td>Fig 5 Photolocation Plan</td>
<td>116</td>
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<tr>
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<td>22</td>
<td>Fig 6 Constraints and Opportunities</td>
<td>117</td>
</tr>
<tr>
<td>8.0 Blindley Heath LVA</td>
<td>22</td>
<td>Fig 7 Potential Garden Village Location</td>
<td>118</td>
</tr>
<tr>
<td>9.0 Horne LVA</td>
<td>42</td>
<td>Fig 1 The Study Area</td>
<td>119</td>
</tr>
<tr>
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<td>42</td>
<td>Fig 2 Landscape Character Type</td>
<td>120</td>
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<td>42</td>
<td>Fig 3 Landscape Analysis Plan</td>
<td>121</td>
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<td>42</td>
<td>Fig 4 Visual Analysis Plan</td>
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<td>123</td>
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<td>42</td>
<td>Fig 6 Constraints and Opportunities</td>
<td>124</td>
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<td>42</td>
<td>Fig 7 Potential Garden Village Location</td>
<td>125</td>
</tr>
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1.0 INTRODUCTION

1.1 Hankinson Duckett Associates (HDA) has been commissioned by Tandridge District Council (TDC) to undertake a Landscape Appraisal of potential garden village locations and assess their suitability in landscape terms as potential new settlements or extensions to existing settlements. The Council has undertaken a high-level SWOT analysis to identify broad locations for growth, in accordance with the National Planning Policy Framework (NPPF). This Study considers 10 broad locations, including 7 broad locations (formerly referred to as ‘concept areas’) carried forward from the Landscape and Visual assessment Concept Areas for New and Extended Settlements (2016).

1.2 An extensive suite of evidence has been prepared to inform the Local Plan, including a Landscape Character Assessment, Landscape Capacity Study, Strategic Flood Risk Assessment, Housing and Economic Land Availability Assessment, a Green Belt Assessment and a Landscape and Visual Appraisal of Concept Areas for New and Extended Settlements. Key to the evolution of the Council’s Local Plan has been the adoption of a Preferred Strategy, which guides the development of the Local Plan going forward and identifies a strategic development based on garden village principles to meet development needs in the long-term. This Study forms part of the evidence base considerations that will inform the identification of a broad location in the Local Plan. At the time of writing, the Council had made no decisions regarding a preferred broad location and this study will be used to inform that process as the Local Plan evolves.

1.3 The Landscape Appraisals contained in this Study are informed by the baseline information presented in the Landscape Capacity and Sensitivity Study (2016) and the Landscape and Visual Appraisal of Concept Areas for New and Extended Settlements (2016). Each potential garden village location has been assessed in the context of a wider study area to identify the landscape character, visual sensitivity and settlement pattern of the surrounding landscape and to identify the least sensitive areas of landscape within which a new settlement or extension to an existing settlement may be located without undue impact on the wider landscape.

1.4 Areas being considered as a broad location for a potential garden village do not have a reference number and are referred to by name. Any reference number relating to a site i.e. DOR 014 relates to the Housing and Economic Land Availability Assessment process and the site's assessments that are being carried out through that process. If a HELAA reference number is mentioned within the context of the broad location it is because a HELAA site lies within the geographical remit of a broad location.

1.5 Stages of the project are set out below, with details of the methodology for each stage.
2.0 METHODOLOGY

INITIATION
2.1 The likely scale and make up of a new settlement or extension to settlement has been determined, in outline, with Tandridge District Council. The parameters against which each garden village location have been assessed are as follows: 145ha of land that would include 69ha of residential land (approximately 2000 units), 66ha of public open space and sustainable drainage and a new local or village centre of approximately 10ha, to include a primary school, local facilities and 2.5ha of employment land. The location of each potential garden village has been determined within the context of a larger study area, so as to provide a best fit with the surrounding landscape.

BASELINE INFORMATION
2.2 Baseline data collected as part of the Landscape Capacity Study 2016 has been utilised and extended to cover the five study areas. The baseline information has been analysed to identify the existing landscape features, views and main landscape elements which contribute to the character, structure and setting of each concept area. Baseline information included:
   • Topography;
   • Land use and landscape features to include significant areas of woodland and vegetation (based on aerial photography and OS mapping);
   • County and local landscape character types and areas, and associated guidelines;
   • Policy designations including local landscape, nature conservation, and heritage designation;
   • Extent of existing built development;
   • Listed buildings, conservation areas, registered parks/gardens, Scheduled Monuments;
   • Public rights of way (including named or national long distance footpaths) and notable view points;
   • Areas at risk of flooding;
   • Locally valued features e.g. landmarks; and
   • Principal means of access, road and rail.

2.3 This information has been collated to create a structural analysis for each of the five study areas, providing a context for the assessment of the potential garden village location through field work and the detailed analysis and assessment to follow.

FIELD WORK
2.4 Field survey work has been undertaken to confirm and refine the baseline study, recording landscape characteristics and assessing the visual context of each potential garden village location.

ANALYSIS AND ASSESSMENT
2.5 The analysis has taken the form of written assessment, annotated landscape diagrams and a visual assessment which has considered the following issues:
   • The nature of the local landscape, within the study area, specifically the degree of containment afforded by topography and the structural elements in the landscape surrounding the concept area.
   • Where appropriate, the existing settlement edge and relationship of the study area to existing built form and the degree of access and permeability between the study area and existing settlement;
   • Separation between settlements and the potential for coalescence;
   • Visual impact on the wider landscape;
   • Setting of landmark features or designated landscapes;
   • The location or extent of major constraints to future development, including areas subject to flooding, ecologically/historically designated landscapes and access to road and rail.
   • The potential for robust boundaries, in the landscape, which may dictate the shape and form of any new or extension to settlement.

2.6 Drawing together the baseline study and landscape and visual analysis of the study area, the extent and final location of the potential
garden village has been determined so as to provide a best fit with the local landscape and minimise potential impacts on the surrounding landscape. The analysis included an outline assessment of the potential land uses within the potential garden village location. Where the potential location was assessed as having areas of higher sensitivity to built-development for reasons of, for example, visual amenity or setting to landscape or historic features, land was allocated for open space use.

2.7 The suitability of the resulting potential garden village location for new development has then been assessed on a three-level basis:

**High potential**
- Where a study area can accommodate the new settlement requirement of the District Council (145ha of mixed use development) within well-defined landscape boundaries and which has a limited landscape and visual impact on the surrounding landscape;
- Avoids major constraints such as flood plain, ecological and heritage assets, or landmark features;
- A development that will not lead to coalescence with adjacent villages and towns;
- A development which is well related to existing road and rail infrastructure.

**Medium potential**
- Where a study area can accommodate the majority of the new settlement requirement of the District Council within well-defined landscape boundaries and which has a limited landscape and visual impact on the surrounding landscape;
- Avoids most major constraints such as flood plain, ecological and heritage assets, or landmark features;
- A development that will not lead to coalescence with adjacent villages and towns;
- The development area has limited road or rail infrastructure.

**Low potential**
- Where a study area cannot accommodate the new settlement requirement of the District Council within well-defined landscape boundaries and is likely to have significant landscape and visual impacts on the surrounding landscape;
- Where development would conflict with major constraints such as flood plain, ecological and heritage assets, or landmark features;
- Where new development could lead to coalescence with adjacent villages and towns;
- Development would not be well related to existing road and rail infrastructure.

2.8 Potential garden village locations which are of high or medium potential may be considered further by the District Council during the Local Plan process. The Council will take the findings of this report into consideration as the Local Plan evolves going forward.
Chaldon

Landscape and Visual Assessment for a Potential Garden Village Location
3.1 LANDSCAPE CONTEXT

The study area lies adjacent to the existing village of Chaldon, located to the south-west of Caterham and south of Coulsdon. The village Netherne On-the-Hill lies to the north-west of the study area. The M25 lies to the south and the A23 Brighton Road lies approximately 900m to the west of the study area. Both are accessed via Dean Lane, a single track road, which branches west from the B2031 Rook Lane. Rook Lane runs through the centre of the study area, connecting to Chaldon village and Caterham to the east.

The nearest railway stations are located at Coulsdon 2km to the north and Merstham, approximately 2km to the south-west. The study area and surrounding rural landscape is well served by public rights of way, including national trails Tandridge Border Path and the Downlands Circular Walk within the study area, and the London Loop to the north-east. There are areas of common land to the north and south of the study area. Happy Valley Park, a large area of public open space, lies to the north-east of the study area.

A ridge of high ground extends west into the south-eastern part of the study area. From this ridgeline, the ground falls away sharply in a south-facing escarpment comprising small / medium fields in arable agriculture. Field boundaries consist of outgrown hedgerows and tree belts.
with frequent gaps. There are panoramic views south from the escarpment and the scarp face is a visually prominent local feature. The M23 and M25 are dominant features to the south.

To the north of the scarp slope, within the central section of the study area, the ground plateaus, with a gentle slope to the north. The fields are large scale and arable, which in combination with the flat landform, provides a sense of openness within the fields. Field boundaries consist of hedgerows with occasional tree belts and woodland blocks. These add structure to the landscape and compartmentalise the views. Furzefield Wood provides containment to the study area to the west and the village of Netherne provides enclosure to the north-west.

Further north, the plateau is incised by a steeply sided valley feature, ‘The Gullet’, which is contained by tree belts and woodland copses. A low ridge, an extension of the high ground to the south of the study area, runs to the east of the valley feature and encloses the study area. The landscape on, and to the east of the ridge consists of a small scale mixed agricultural landscape, which is well wooded. The woodland blocks accentuate the physical and visual separation between the study area and the settlement edge of Coulsdon, to the north-east. To the south-east is the village of Chaldon, which also has a wooded setting and encloses the study area to the south-east.
3.2 SITE LANDSCAPE

The southern part of the study area, including the scarp face, is part of the Surrey Hills Area of Outstanding Natural Beauty (AONB). This includes the majority of the fields to the south of the B2031 - Rook Lane or Dean Lane, (including fields around Tollsworth Manor, Tollsworth Manor Farm, Alderstead Farm and to the south of Uplands Farm). The land between the northern AONB boundary and Rook Lane, to the north, has been recommended as a Candidate area for inclusion in the AONB. The remaining land within the study area and outside the AONB is located within the current Area of Great Landscape Value (AGLV).

The scarp face is visually separated from the flatter plateau, by tree belts located on the ridgeline. Public rights of way, including the Tandridge Border Path, run along the track connecting to Tollsworth Manor Farm, and across the arable fields between Chaldon and Alderstead. Tollsworth Manor, which is a Grade II* listed building, lies in the AONB, to the immediate north of Tollsworth Manor Farm. Alderstead Farmhouse to the west of Tollsworth Manor is also Grade II* listed. The two fields to the immediate south of the B2031 Rook Lane, sit outside the AONB. Cold Blow, a Grade II listed building, lies to the north-west of the western field.

Rook Lane passes through the centre of the study area and is bound to the north and south by hedgerows, which restrict views into the study area. To the east, Rook Lane continues into Chaldon village, a dispersed settlement on the outskirts of Caterham. Chaldon Church is located within the study area to the north-west of the village. Part of the village is located to the east of the church, along Doctors Lane and Leazes Avenue. The remainder of the village is centred on Rook Lane, to the east of the site and south-east of the church. The village facilities are located on Rook Lane and include Chaldon Village Hall, an infant school and a recreation ground. Further facilities are located within Caterham, to the east. Surrey National Golf club lies to the east of Chaldon village, between Chaldon and Caterham.

Within the study area, to the north of Rook Lane are two large arable fields, separated by a hedgerow field boundary. The Downlands Circular Walk crosses the northern section of both fields. The eastern field extends north to Chaldon Church and east to Chaldon Court Farm and the north-eastern edge of Chaldon. This part of Chaldon is designated as a Conservation Area and contains listed buildings, including the Grade I listed church and Grade II* listed Chaldon Court, which lies adjacent to the church.

The settlement edge of Chaldon is softened by woodland, some of which is designated Ancient Woodland. The western field is bound to the west by Furzefield Wood. The southern part of the wood is common land and the north-eastern part of the wood comprises Ancient Woodland. A footpath skirts along the southern edge of the western field, linking Furzefield Wood and Rook Lane, and has long views north, over the valley feature, which starts at the northern end of the field.

To the north of the study area, the land is incised by a steeply sided valley feature, which runs south from the southern settlement edge of Coulsdon, parallel to Ditches Lane. The valley branches and terminates to the north and west of Chaldon Court and Chaldon Church. Only one footpath crosses the valley, linking Netherne to Old Coulsdon, to the north-west. Fields of arable agriculture are orientated to align with the valley feature. Fields are bound by hedgerows and tree belts. Many of the tree belts are designated Ancient Woodland. The tree belts and hedgerows form localised elements of containment. Ditches Lane is a single track road, bound by tree belts, which block views into the valley in summer months. A SSSI lies to the north-east of Ditches Lane. Farthing Downs, a Scheduled Monument, lies to the north of the study area and is a well used area of common land.
3.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the central area of the study area which lies to the immediate north and south of Chaldon Court and adjacent church. The assessment considers the area as a whole, and informs the location and extent of any potential development within the study area.

**Views from the north:** The tree belts following the valley feature to the north of the study area, restrict many views into the study area from the north, however oblique views into the valley can be seen from the south-eastern corner of Farthing Downs and from the housing along Woodplace Lane, to the north-west of the study area. A footpath follows Drive Road, on the northern edge of the study area, and has open views south along the valley. A tree belt crosses the valley, screening views of the central part of the study area from this viewpoint location.

**Views from the east:** The central fields, within the study area, are well contained to the north-east by the tree belts along Ditches Lane and from the east by tree belts, hedgerows and existing settlement at Chaldon. There are occasional views west into the site from dwellings within the Conservation Area, to the east of the site and west of Church Lane (this road becomes Ditches Lane further north). In winter there will be glimpsed views of the study area from Ditches Lane to the north-east, through the tree belt lining the road.

**Views from the south:** Views from the south of the study area are restricted to the southern scarp slopes and vegetation on the ridgetop. These slopes are open to view from a wide range of receptors to the south. The central part of the study area is screened by landform and vegetation.

**Views from the west:** Dense hedgerows line Alderstead Lane, to the south-west of the study area, blocking views into the study area, however, there are open views into the study area from Alderstead Farm. Furzefield Wood screens the majority of views from the west of the study area and bunding and trees within the open space at the edge of Netherne village (to the north-east of the study area) screen views of the study area from properties within the village. People using informal routes around the public open space to the south-east of the village have partial views of the north-western part of the study area.

There are two footpaths crossing the central fields within the study area. The northern footpath (the Downlands Circular Walk) enters the study area from the church and crosses the study area south-west into Furzefield Wood. The southern footpath goes north from Tollsworth Farm, crosses Rook Lane and skirts along the southern edge of the field to the north-west of Rook Lane, before entering Furzefield Wood. There are open views of the central part of the study area from both routes, however, views are limited to the immediate fields and are contained by the wooded edges to the east and west. There are long views north from the southern footpath along the valley feature.

The northern part of the study area (the valley) is crossed by a footpath to the north-east of Netherne. The footpath has open views to the north, however views towards the central part of the study area are screened by a tree belt to the south of the footpath and boundary vegetation within the valley. Three rights of way cross the southern part of the study area. At points, these all have open views of the study area, however views of the central part of the study area are again screened by intervening trees and hedgerows.

There are partial views of the central study area from the churchyard. Residents of the listed building Chaldon Court, have open and partial views north into the study area.
Photograph 1: View south from a gap in the vegetation lining Tandridge Border Path

Photograph 2: View west along Tandridge Border Path

Photograph 3: View north from a gap in the vegetation lining Tandridge Border Path
Photograph 4: Looking north-east along the footpath from Alderstead Farm, within the AONB

Photograph 5: View north-east towards Chaldon
Photograph 6: View north into the central part of the study area

Photograph 7: Looking west towards Furzefield Wood
Photograph 8: View East from the central part of the study area

Photograph 9: Chaldon Church

Photograph 10: View east from the open space on the edge of Netherne-On-The-Hill
Photograph 11: View into the valley within the northern part of the study area, from the north-eastern field boundary. Views from Ditches Lane, to the north are restricted to glimpses.

Photograph 12: View from lookout point within Farthing Downs
3.4 OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

**Opportunities for development**

The block of woodland to the west of the study area, in combination with the tree belts within the site and lining Ditches Lane, provide a high level containment to the relatively flat central part of the study area to the north of Rook Lane. Development within this area would not impact on the perceived separation between Chaldon and Netherne. The existing village at Chaldon would form a logical boundary to the east of the study area.

The central landscape character area within the study area is well contained in the wider landscape, by woodland, tree belts and an established hedgerow network. The large scale nature of the landscape within the study area would allow development to occur without the requirement to remove internal landscape features. The relatively intact internal landscape structure, could therefore form a basis for the structuring of land parcels for residential and open space land uses. Retention of the internal landscape structure would limit the impact of the scale of development anticipated.

Land within the secluded valley feature to the north of the study area is steeply sided, high quality and would be more suited to open space land uses. There is the opportunity to provide an informal link through the valley feature, to Farthing Downs to the north and Happy Valley Park to the west, which would enhance the informal recreational opportunities of the local area. Woodland linkage between Furzefield Wood and the tree belts lining Ditches Lane would reinforce the northern boundary to any new development and enhance ecological connectivity through the area. To the south, the land to the east of Uplands Farm could provide opportunities for open space and a transitional space between the potential development area and the AONB landscape to the south.

The study area is close to the primary road network and major settlement at Caterham and Coulsdon. A bus service is available from Rook Lane, within Chaldon. There are good pedestrian links to the wider footpath network and other local settlements, including Caterham and Coulsdon.

**Constraints to development**

The southern part of the study area is located within the AONB, which is a major constraint to development. AONBs have the highest status of protection for a landscape designation, and major development should only be considered if there are exceptional circumstances and if other strategic options have been considered (NPPF paragraph 115). The area to the immediate north of the AONB, to the south of Rook Lane is being considered as a candidate area for inclusion within the AONB and a precautionary approach should be adopted to development in this area. The central part of the study area (north of Rook Lane) forms part of the setting to the AONB, which would be a major consideration that any potential development within this location would need to address. The remaining land within the study area and outside the AONB is located within the current Area of Great Landscape Value (AGLV).

There are a number of listed buildings within the centre of the study area and within the AONB to the south of the study area. The setting to the Grade I listed church and Chaldon Court would need to be considered if development within the central area were to go ahead. Similarly, the setting to the Conservation Area at Chaldon would need to be considered, it lies adjacent to the east of the study area.

Many of the shelterbelts and copses within and around the study area are designated Ancient Woodland. A SSSI lies to the north-east of Ditches Lane. The setting to the Scheduled Monument at Farthing Downs is also a consideration for the development of the site.

While the study area is relatively close to the primary road network and railway stations, access to this infrastructure is via narrow rural lanes, which are predominantly single-track and are unlikely to have the capacity for a significant increase in traffic volume. Access into the site would be limited to junctions off Rook Lane.
3.5 GARDEN VILLAGE AREA ASSESSMENT

The southern part of the study area is located within AONB and the remainder is located within the current AGLV. Part of the study area has been recommended for inclusion within the AONB and is therefore currently considered as candidate AONB. The entire study area is therefore within a high quality, rural landscape, which has been recognised through national and local policy.

In landscape terms, there does not appear to be the capacity for the required level of development set out within this study (69ha of residential land with a local centre of approximately 10ha), without an unacceptable negative landscape impact. The transport links to significant infrastructure are very poor and there are limited opportunities to provide access into the site without harming the rural character of the surroundings.

There are additional constraints on the landscape, including Ancient Woodland within the site, heritage assets within and adjacent to the study area and public rights of way running through the central study area (one of which is a national trail), which currently have a rural outlook.

Overall, the study area has a Low potential to provide an extension to the existing village.
Redhill Aerodrome

Landscape and Visual Assessment for a Potential Garden Village Location
4.1 LANDSCAPE CONTEXT

The study area is centred on Redhill Aerodrome which lies between the village of South Nutfield, located in Tandridge District, and Whitebushes and Redhill located in the adjacent Borough of Reigate and Banstead. The aerodrome comprises a small business park and aircraft related industrial units together with grass runways and a wider grass field. The M23 corridor, between junction 8 and 9, lies to the east of the study area and the A23 to the west. The area is served by railway stations at South Nutfield to the north and both Salfords and Earlswood to the west. Within the study area there are narrow lanes adjacent to the airfield; Kings Mill Lane and Crabhill Lane linking north to Ridge Green and South Nutfield village. To the west boundary of the airfield Mason’s Bridge Road provides a link to Whitebushes and the A23 corridor. The rural road network extends south to Salfords and more open countryside to the south and east. The airfield has no public access but the surrounding local landscape is served by a good public footpath network, which includes the Greensand Way which runs through the north-west sector of the study area. Moats Lane, a byway open to traffic skirts the southern edge of the airfield.

The Greensand Ridge, which is elevated and wooded in character lies, in large part, to the north of the study area. The lower slopes of the Greensand Ridge extend south to include a minor ridge and hills to north-east of the study area along which South Nutfield and Ridge Green are located. A second minor ridge to the west of the airfield, around Staplehurst Farm, separates the airfield from the urban areas further west on the A23 corridor.
The local landscape is characterised by a central area of large scale grassland with an open aspect (the airfield) contained along its southern and eastern boundaries by the Redhill Brook and Salfords Stream floodplains. Further south the landscape is generally low lying and substantially more enclosed and comprises medium to small-scale fields contained by riparian vegetation and a regular and well developed hedgerow and woodland structure. The western margins of the study area comprise mixed agricultural land partly enclosed by small woodland blocks and hedgerows. The residential development at Whitebushes and Earlswood is evident from the adjoining landscape. The M23 forms a physical and visual block in the landscape, between the majority of the study area and the wider agricultural landscapes to the east. To the north, where the lower slopes of the Greensand Ridge become evident as minor hills and ridges, the north-west sector of the study area is open and large scale in character with a limited landscape structure; to the east around South Nutfield and Ridge Green the field pattern is smaller in scale and more enclosed by the hedgerow structure and small woodland belts.

South Nutfield and Ridge Green form a small settlement on the north-eastern border of the study area, the settlement has a relatively open structure largely following the road network as ribbon development. Whitebushes, to the west of the study area is by comparison a relatively dense suburban estate on the edge of South Earlswood and Redhill. A small business park and aircraft related buildings are located on the western edge of the aerodrome, accessed off Kings Mill Lane. Scattered farmsteads are located on the rural road network and in the wider landscape.
Figure 3: Landscape Analysis Plan
4.2 SITE LANDSCAPE

The land uses in the study area are primarily the grass airfield, arable and pastoral agriculture, with small pockets of woodland, a number of outlying hamlets with some established employment uses within the aerodrome and formal recreational land uses south of Ridge Green.

There are no significant blocks of woodland within the study area, however Furzefield Wood, an area of Ancient Woodland, borders the study area to the south-east and the floodplains of the Redhill Brook and Salfords Stream are treed and provide a significant visual buffer to South Nutfield and the wider landscapes to the south. The M23 affords the study area a high degree of containment and separation to the east.

The topography of the central study area is uniform with little local variation, there is a gentle fall, across the area, leading to low lying areas of flood plain, to the south and south-east. The local ridge to the north and west of Kings Mill Lane provides a well-defined landscape feature to the west of the airfield which separates the central study area from the urban areas to the west. The land to the north of Staplehurst Farm, within the study area, lies on north-facing slopes outside the containment of the north-western ridge and within the more open and large scale character area to the north of the airfield. Development of this land would be exposed to the elevated landscape of the Greensand Ridge and would appear unrelated to the central study area.

Land north-west of Kings Mill Lane, retained as undeveloped land, could form the basis of a new settlement boundary for future development and provide physical separation between a new settlement and the main settlements south of Redhill.

Land to the west and south-west of the study area, beyond Kings Mill Lane and Mason’s Bridge Road, slopes north and west towards Redhill and Whitebushes. The land is largely medium scale with rectilinear fields, in pasture, which are partly enclosed by mature hedgerows and small blocks of woodland. The landscape structure of this western area offers some separation between the airfield and the western residential areas of Whitebushes. The western character area does not have a high level of landscape capacity for development given its scale, openness towards Whitebushes and its landscape structure. Undeveloped land could provide adequate separation between existing settlement and the airfield. Mason’s Bridge Road could form the basis of a new settlement boundary.

The fields to the north and north-east of the study area are generally rectilinear and small to medium in scale, the field pattern being defined by a hedgerow network with some hedgerow trees and riparian vegetation associated with the brooks feeding south to the Salfords Stream floodplain. Whilst South Nutfield and Ridge Green sit on elevated ground, land to the south is locally well-contained by the adjoining landscape character areas and its riparian landscape structure. The village currently has a rural setting with no urban influence from the suburban areas of Redhill to the west.
4.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the central area of the study area, which lies between South Nutfield and the eastern edge of Whitebushes, and informs the location and extent of any potential development within the study area.

**Views from the north:** The landscape to the north of the site is elevated, with some limited views from South Nutfield restricted by intervening hedgerows and trees. Further north, from higher ground, there are open views south from the Greensand Way on Bower Hill. The public footpath, which lies within the AGLV and a candidate area for inclusion in the AONB, has views of the land north of Staplehurst Farm which is prominent and open to view; the aerodrome, further south, is open to view, to the west of South Nutfield but the northern limits of the airfield are partly contained by the intervening riparian woodland.

**Views from the east:** The airfield and its immediate surroundings, are well contained to the east by the M23 corridor and its associated landscape planting. Much of the motorway is located on embankment and bordered by woodland belts and a well hedged landscape. More locally there are open views from a short section of Crabhill Lane close to the tennis centre.

**Views from the south:** The riparian vegetation on the Salfords Stream, together with hedgerows and small copses contain the majority of views in the southern sector of the study area and form a largely continuous screen to the southern boundary to the airfield. The vegetation provides an effective screen to most views from Axes Lane and Green Lane and the limited number of houses to the south of the airfield. Moats Lane, a byway with public access to the south-east of the airfield lies within a heavily wooded corridor which precludes views of the landscape to the north. There are no public footpaths adjacent to, or, in close proximity to the airfield.

**Views from the west:** The aerodrome buildings and Business Park are visually prominent from Kings Mill Lane and the airfield is partially visible from gaps in the road-side hedgerows. Hedgerows along Mason’s Bridge Road largely screen views into the airfield, however there are open and extensive views from the road-side where the airfield meets the road south of Kings Mill Lane. Footpaths and byways to the west of the aerodrome lie beyond woodland and mature hedgerow boundaries and substantially screen the airfield from view.

**Views from within the study area:** There are no footpaths within or adjacent to the airfield, access to the public is restricted. Land to the north of Staplehurst Farm includes several public footpaths and the Greensand Way, all of which offer expansive views across the landscape and the fields to the north and west of the study area. Footpaths on east and south facing slopes have partial views of the airfield, filtered by intervening hedgerows and trees.
Figure 4: Visual Analysis Plan

- **Indicative Study Area**
- **Woodland containment**
- **No Views**
- **Views**

- No views from South Earlswood
- Views contained by woodland and hedgerows
- No views south of Green Lane
- No views from Salfords
- No views beyond M23 corridor
- Open views from Greensand Way (GSW)
- Views to local ridge line
- Occasional views into aerodrome
- Open views from Greensand Way (GSW) to local ridge line
- Open views from local ridge line to Greensand Way (GSW)
- High ground contains views
- Woodland contained views
- No views from Netherne-on-the-Hill
- No views from Old Coulsdon
- No views from the wider countryside
- No views from the centre of Chaldon
- Open views across the site from internal footpaths
- Partial views from Tandridge border path
- Major visual and physical block to rural landscapes to the east.
- No views beyond M23 corridor.
- No views south of Green Lane.
- No views from Salfords.
- Views contained by woodland and hedgerows.
- No views from Netherne-on-the-Hill.
- No views from Old Coulsdon.
Figure 5: Photolocation Plan

KEY

Photos begin on the following page
Photograph 1: View north from Greensand Way towards Redhill Cemetery and the Greensand Ridge

Photograph 2: View from public footpath north-west towards Earlswood
Photograph 3: View north-east towards the Greensand Ridge

Photograph 4: View north-east towards South Nutfield
Photograph 5: View west across airfield towards Ridge Green

Photograph 6: View east along Redhill Brook

Photograph 7: View east across Kings Mill Lane to Redhill Aerodrome buildings
Photograph 8: View east to aerodrome buildings from Kings Mill Lane

Whitebushes  Earlswood  Staplehurst Farm

Photograph 9: View west and north from Kings Mill Lane
Photograph 10: View east across airfield from Kings Mill Lane

Photograph 11: View north from Kings Mill Lane, Mason’s Bridge Road junction
Photograph 12: View south along Mason's Bridge Road

Photograph 13: View east across airfield from Mason's Bridge Road
Photograph 14: View south and west from Mason’s Bridge Road

Photograph 15: View north from Axes Lane

Photograph 16: View east from Crabhill Lane
Photograph 17: View west across airfield from Crabhill Lane

Photograph 18: View from north of vicarage in South Nutfield
Photograph 19: View south from the Greensand Way

Photograph 20: View south from the Greensand Way
4.4 OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

Opportunities for development
The large scale open landscape of the airfield extends through the central section of the study area. The airfield is maintained as open grassland, it has no landscape designations and few landscape features of high landscape value. It lacks any internal landscape structure but it is locally well-contained by a minor ridge to the west and north-west which separates the airfield from the suburban areas of Redhill further to the west. A mature framework of hedgerows and hedgerow trees and the M23 corridor provide wider containment to the east and south of the airfield. More locally the riparian vegetation of the Redhill Brook and Salfords Stream floodplains add containment to the area, although the eastern and western airfield boundaries adjacent to the runway alignments are limited and offer open views across the airfield from adjacent roads. Subject to other evidence base considerations, given the open character of the airfield and the level nature of the land, from a landscape perspective there is potential to accommodate a new settlement of circa 69ha and a village centre of 10ha within the airfield footprint.

Constraints to development
The Redhill Brook and Salfords Stream floodplains run through the eastern and southern portion of the study area and through the airfield. South Nutfield lies in close proximity to the airfield and the Redhill Brook and the associated riparian landscape, which is relatively narrow, forms the rural setting to the village. The floodplain is not suited to built development. The outlook from the Greensand Way and the setting to a candidate area of the AONB, to the north, is a constraint to development. Views from the Greensand Way above the village of South Nutfield include the north facing fields close to Staplehurst Farm which are prominent and unrelated to the airfield. The aerodrome buildings are noticeable in the view as are the central and southern areas of the airfield; the northern extents of the airfield are partially screened by the intervening trees and hedgerows. These are middle distance views from the Greensand Way, where the potential development area is open to view and would be seen in conjunction with South Nutfield leading to visual coalescence. The combination of South Nutfield and the new settlement is likely to have a significant impact on the rural outlook of the Greensand Way and the candidate area for the AONB.

A new settlement of circa 145ha would necessitate including land to the east of the main airfield within flood zone 2 and land to the west close to Mason's Bridge Road. Land between the airfield and South Nutfield could be used for informal recreation as part of a country park so as to maintain the rural and undeveloped character of the land. Open space land uses, to the northern end of the airfield could reduce landscape and visual impacts of development and provide some visual separation between a new settlement and South Nutfield.

The potential development area is relatively close to South Nutfield Railway station. However the service has a limited frequency. More frequent services are available from Salfords, Redhill and Earlswood but access is via a busy road network.

The local road network comprises Mason's Bridge Road with links to the A23, Kings Mill Lane and Crabhill Lane. Moats Lane is not passable as a road access. Access to the primary road network is limited, there is no direct or easy access to the M23, although it is understood that options for a new motorway junction are being explored by a scheme promoter. Access to the A23 would be via Mason's Bridge Road to the north of the residential area of Whitebushes or south via Salfords utilising the existing residential road network, which is generally narrow and constrained in character. Mason's Bridge Road would provide direct vehicular access to the East Surrey Hospital and services in Earlswood.

Future expansion of the new settlement is likely to compromise the perception of separation between settlements and the rural setting to villages. Specifically the landscape is constrained to the...
north and west, which are not suitable for significant residential development either as a result of the prominence of the land in the wider landscape or the potential for coalescence with neighbouring suburban development south of Redhill. To the south of the airfield further development would be constrained by flood plain and the medium to small-scale field pattern beyond Salfords Stream which becomes more elevated and open to view from Axes Lane and the Greensand Way. The M23 would also be a major physical barrier to future expansion to the east, as there are currently no substantial road or footpath links to land east of the motorway.

**Redhill Aerodrome**

A. Landscape
- A1. Contained by floodplains and riparian vegetation to the east and south.
- A2. High ground provides physical and visual containment to the west.
- A3. Prominent north-facing slopes
- A4. Essential separation between settlement and aerodrome.
- A5. Contained to west by woodland and hedgerows.
- A6. Local views into airfield.
- A7. Elevated view from Greensand Way and AGLV.

B. Settlement
- B1. Settlements
- B2. Commercial

C. Access
- C1. Main road corridors
- C2. Railway stations and lines to the north and west
4.5 GARDEN VILLAGE AREA ASSESSMENT

The potential garden village area identified on figure 7 could provide a potential development area with approximately 69ha of residential land. The disposition of the required public open space would be determined by the topography and potential for flooding and the need to maintain an appropriate rural setting to South Nutfield and Ridge Green. New development would be prominent from the north, particularly from the Greensand Ridge and the candidate area for the AONB and the Greensand Way, but is otherwise well-contained in the wider landscape.

Lack of access to good road and rail links would be a significant constraint to the site and would focus new traffic on the existing road network in South Nutfield or the residential areas of Earlswood and Salfords in order to gain access to the primary road network and railway stations on the main line to the west.

The rural setting of South Nutfield is likely to be affected by the potential development area. Future expansion of the new settlement would be limited by flood plain, the M23 and landscape constraints around the airfield to the north, south and west. Overall, the potential garden village location has a **Medium potential** to provide a new settlement.
Lambs Business Park

Landscape and Visual Assessment for a Potential Garden Village Location
5.1 LANDSCAPE CONTEXT

The study area lies in open countryside between the village of South Godstone and Anglefield Corner, a hamlet north of Blindley Heath. The study area lies 1.3km to the west of the A22 corridor which runs through South Godstone. The nearest railway station is located at South Godstone 3.5km to the east (via Anglefield Corner). The road network within the study area is limited to north-south routes along Tilburstow Hill Road and the A22 to the east of the study area; Hart’s Lane connects the two north-south routes north of South Godstone. Settlement is limited to the hamlet of Anglefield Corner to the south, South Godstone to the east and minor ribbon development along Terracotta Road east of the Lambs Business Park. Isolated development is located on Rushton Ave along with individual properties on Tilburstow Hill Road. The local landscape is served by a limited and dispersed public footpath network, which includes the Greensand Way to the north, located on the southern edge of the Surrey Hills AONB.

There is high ground to the north which sits adjacent to the northern edge of the study area. The wooded greensand ridge is a prominent feature which overlooks the northern half of the study area. Gently undulating ground extends south to the Reigate to Tonbridge railway where steep south facing slopes descend to more low-lying Wealden farmland. The topography rises
The landscape is divided by the Tonbridge to Reigate railway line. To the north the landscape is designated as AGLV and AONB. There is a high degree of topographic relief and mixed agriculture with woodland, which in combination lead to a semi-enclosed aspect. To the south the landscape is not designated, it is more generally low-lying with less enclosure, the land has an open aspect. The wooded railway corridor is a prominent feature in the landscape. To the west of the study area the rail line runs into a tunnel allowing the landscape to flow uninterrupted down to the low-lying Wealden farmland.

The Lambs Business Park lies centrally to the study area, the development is focused on the site of a previous clay working. Existing hard standings have small to medium sized employment uses, on the western half of the site, excavated clay pits are undergoing long term restoration. An element of recycling is currently been undertaken within the pits.
5.2 SITE LANDSCAPE

The high ground within the study area is located within the current AGLV and adjacent to the Surrey Hills AONB north of the railway line. It is visually and physically separate from the Lambs Business Park and wholly rural in character. To the south of the line the landscape is similarly rural in character but generally flat with a varying sense of enclosure dependent on the extent of the hedgerow network. Woodland which spans the railway corridor is predominantly Ancient Woodland, Birchen Copse being the significant wood south of the line.

South of the railway corridor the Lambs Business Park occupies land adjacent to the railway and includes a redundant siding which has access to the main line. Hard standings to the east of the site include small and medium sized employment uses including a ready-mix concrete plant and offices. The western half of the site has the remains of the clay pits, partly restored and partly open with recycling of rail ballast infill. The site has the benefit of mature boundary planting which contains and screens the activity and buildings on the Business Park from the wider landscape and the surrounding footpaths.

The land uses in the wider area are generally pastoral and arable agriculture. There is a nursing home at Oakhurst Court and the RSPCA centre south of South Godstone. North of Birchen Wood there is an oil well with access onto Tilburstow Hill Road.

There are a limited number of public footpaths in the study area, two run south across the railway corridor, over the Bletchingley Tunnel, they afford views across the southern study area, west and south of the Lambs Business Park. The footpath from Lower South Park Farm runs through the southern quarter of the study area affording views of the adjacent fields.

Lagham Manor a Grade 2* building lies to the east of the study area surrounded by a 13th century Moat registered as a scheduled monument. Other listed buildings, generally farm houses, are located along Tilburstow Hill Road. An exception is South Park located west of the business park, which has a listed house and a conservation area.

The study area around Lambs Business Park is local but disconnected from the South Godstone railway and bus services. Access would be via Anglefield Corner and the A22. The primary access to any new settlement would be onto Tilburstow Hill Road, a relatively narrow road corridor with confined verges.
5.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the central area of the study area as described above. The assessment considers the area as a whole, and informs the location and extent of any potential development within the study area.

Views from the north: The landscape to the north of the study area is largely wooded which contains the majority of views from the wider landscape to the north. The Greensand Way, which lies within the Surrey Hills AONB, skirts the southern edge of the wooded hills and affords views across the northern half of the study area. The single footpath that runs through the northern half of the study area has short and medium range views across the area limited by topography, woodland copses and hedgerows.

Views from the east: There are views into the fields south of the business park from Tilburstow Hill Road, footpaths further are located in a small scale landscape with mature hedgerows which preclude views to the west. There are no views from South Godstone or from Lagham Manor.

Views from the south: Anglefield corner is enclosed by woodland and a well-developed boundary hedgerow structure. There are few views out which extend to the study area. Views from Tilburstow Hill Road are intermittent but do include open views across the farmland towards Birchen Coppice. The public footpath crossing the southern half of the study area has views north over the farmland towards the Lamb Business Park.

Views from the west: Public footpaths which cross over the Bletchingley Tunnel have views across the western and southern sections of the study area, views are wholly rural with a lack of settlement and road infrastructure. Views from the lower lying farmland are less extensive, foreshortened by woodland and treed hedgerows.

Views from within the study area: views from the limited footpath network are described above.
Figure 4: Visual Analysis Plan

- No views from South Godstone
- Open views from the road.
- Views into the site.
- Open rural views.
- Elevated open views.
- LBP contained by vegetation.
- Tree belts lining the railway screen views to the North.
- No strong boundary feeling in between Anglefield and the site.
- Woodland contained by vegetation.

KEY
- Indicative Study Area
- Woodland containment
- Open views
- No views
- Views
- Open edges

HDA 4
CLIENT: Tandridge District Council
PROJECT: Lambs Business Park
TITLE: Visual Analysis Plan
SCALE AT A4 (Page Size A3): 1:25,000
DATE: August 2016
Figure 5: Photolocation Plan

KEY

Photolocations

Photos begin on the following page
Photograph 1: Views east from Oatwood Lane.

Photograph 2: Views towards Lambs Business Park from elevated public footpath.

Photograph 3: Views east towards Lambs Business Park from public footpath.
Photograph 4: View across western clay pits in Lambs Business Park.

Photograph 5: View of restoration and recycling work within Lambs Business Park.

Photograph 6: View of eastern end of Lambs Business Park.
Photograph 7: View west along Terracotta Road towards Lambs Business Park.

Photograph 8: View west from Tilburstow Hill Road.

Photograph 9: View south-west across study area from Tilburstow Hill Road.

Photograph 10: View of rising ground towards Anglefield Corner from Tilburstow Hill Road.
Figure 6: Constraints and Opportunities

Lambs Business Park

A. Landscape
- 1. Wooded ridge and railway corridor to north.
- 2. Elevated rural views to the north.
- 3. Views across northern study area from Greensand way.
- 4. No views to south Godstone.
- 5. Ancient woodland within study area.
- 6. No views from Anglefield Corner.
- 7. Wider wooded enclosure.
- 8. Lagham Manor.
- 9. Oakhurst Court.

B. Settlement
- 1. Settlements.
- 2. Located adjacent to employment hub.
- 3. Mineral workings

C. Access
- 1. Single secondary road access.
- 2. Few footpath connections.
- 4. South Godstone train station.
5.4 CONSTRAINTS AND OPPORTUNITIES FOR DEVELOPMENT

Constraints to development

The landscape across the northern part of the study area is within the current Area of Great Landscape Value and also provides the setting to the Surrey Hills AONB. It is visually and physically constrained as designated landscape and unlikely to have the capacity to accommodate substantial development.

The southern half of the study area is substantially rural in character but lacks complex topography. The landscape is a relatively uniform parcel of agricultural land where there are no obvious or significant landscape features which could form the basis of robust settlement boundaries. There is no road network or substantial or robust landscape features to the east or west of the study area. Birchen Coppice which is an Ancient Woodland and would be better located away from potential development areas.

The railway line is a defining feature in the landscape, to the north, but the line runs into the Bletchingley Tunnel to the west of the study area. Birchen Coppice which is an Ancient Woodland and would be better located away from potential development areas.

The principal access for a new settlement would be limited to the relatively narrow, rural road that runs adjacent to the eastern border, linking to the A22 1.6km to the south-east of the study area. The existing road is contained by hedgerows and narrow verges, with no footways and is likely to be unsuitable for pedestrians.

Opportunities for development

The southern half of the study area is undesignated landscape relatively well-contained in the wider landscape. There is visual separation between South Godstone and the study area and with Anglefield Corner.

There are very few listed buildings in the area and sensitive assets such as Lagham Manor and South Park are located beyond significant features in the study area such as the railway and A22 corridor.
5.5 GARDEN VILLAGE AREA ASSESSMENT

The potential garden village area has sufficient open agricultural land to provide a potential new settlement with approximately 69ha of residential land and open space in excess of 66ha. There are however significant constraints on the land, most notably the lack of infrastructure, road and rail access and the potential to link to existing facilities. The landscape constraints to development are limited but the uniform nature of the landscape provides no obvious or robust landscape features that could form the basis for long term settlement boundaries to development.

Access to the primary road network is relatively distant and the new settlement would need to utilise the existing rural road network. Rail services would not be easily accessible and there are limited bus services. There are limited links to the wider footpath network.

Further expansion, in the longer term, would be inappropriate in the surrounding landscape due to wholly rural character and the scale and sensitivity of the local landscape. Land to the north is elevated and exposed and provides the setting to the AONB. Limited expansion to the east could lead to coalescence between the new settlement and South Godstone.

Overall the potential garden village location has a Low potential for the development of a new settlement.
South Godstone

Landscape and Visual Assessment for a Potential Garden Village Location
6.1 LANDSCAPE CONTEXT

The study area includes South Godstone which lies 5km south-west of Oxted and 12km east of Reigate. The A22 corridor runs through South Godstone which connects with the M25, 4km to the north. The village has a railway station on the Redhill to Tonbridge line with links to London (Victoria) and Kent. There is also a station 6km to the south-east at Lingfield. Within the study area there is a limited rural road network, the main routes north-south being Tilburstow Hill Road and Tandridge Lane linked to the north of the village by Hart’s Lane and Miller Lane. There are isolated pockets of settlement and employment associated with Tilburstow Hill Road. Elsewhere the settlement is limited to individual farmsteads and single dwellings. The local landscape, to the south of the railway, is served by a wide spread public footpath network. To the north of the village the Greensand Way follows the high ground on Tilburstow Hill and Brakey Hill on the southern edge of the Surrey Hills AONB.

There is high ground to the north-west, outside the study area, which forms the southern extension of the Greensand Hills. The village of South Godstone lies on undulating and gently falling land to the south-east. Localised high ground lies to the south of the railway at Lagham, and Bradford Wood and Crowhurst at Ashen Plantations. A more defined ridge of high ground lies between the study area and the village of...
The landscape of the study area is characterised by medium to large scale mixed agricultural farmland, with a hedgerow network providing a varying degree of enclosure. To the north and west there is a greater sense of enclosure as compared to landscape south and east of the railway which is more open in character. The high ground and associated woodland (the wooded greensand ridge) provides elevated views across the landscape to the south, but little sense of containment to the study area. Woodland, often in association with localised high ground, provides a degree of enclosure in the landscape. Riparian woodland and a strong hedgerow network follow Gibbs Brook which flows south and to the east of the northern quarter of the study area.

South Godstone is a compact village with well-defined boundaries to the existing settlement, located on the western border of the study area. The village has a school, church and limited retail and employment premises. The village is focused on the A22 corridor which runs through the centre of the settlement. The railway presents a strong east-west barrier to transport and access routes through the area, crossing points being limited to a single vehicular bridging point in the village on the A22.
Figure 3: Landscape Analysis Plan

KEY
- Indicative Study Area
- Settlement
- EA Flood Zone 2
- EA Flood Zone 3
- Watercourse
- Woodland
- Ancient Woodland
- Road
- Railway
- Public Right of Way
- Listed Building
- Ancient Monuments
- Common Land
- Site of Nature Conservation Interest
- Area of Outstanding Natural Beauty
- Area of Great Landscape Value

Tandridge LVA | Potential Garden Village Locations | July 2017
6.2 SITE LANDSCAPE

South Godstone is confined to the south by the Tonbridge to Redhill railway line and a linear block of Ancient Woodland to the west, close to Stanstead House. To the north, the settlement boundary sits on the edge of a marked valley feature which forms the rural setting to the village. The existing village edge is largely contained by a well-developed soft landscape edge which extends around the eastern edge of the village and includes the recreation ground and sports pitches. Land to the west of the village is located in the current Area of Great Landscape Value (AGLV) and has a network of permissive footpaths crossing the fields.

To the south of the railway, high ground south of Lagham Manor encloses a substantial parcel of agricultural land. This largely inward-looking landscape runs from the A22 east to Tandridge Lane adjacent to Lagham Lodge Farm. Large blocks of woodland around Lagham Manor and to the south of the high ground, Bradford Wood, provide additional enclosure to the area. Public footpaths follow the ridgeline of the high ground to the south and cross the land to the north. A pedestrian underpass, centrally located between the A22 and Tandridge Lane, provides access and footpath links to the public rights of way to the north and an informal link to the village playing fields to the north-west.

Lagham Manor is a Grade 2* listed building. The present Jacobean house was built in 1662 on the same site as the original manor house and using much of the original stone. Oasthouses, and a brew house have since been added and are Grade 2 listed buildings. The manor is encircled by a moat which pre-dates the buildings, the earthworks being constructed in the mid-thirteenth century; the Moat is a scheduled monument. Lagham Manor was set within a 380 acre deer park, the Park Pale or boundary fence, in part constructed as a ditch and bank, is evident around South Godstone and is most prominent in Bradford Wood. Posterngate Farm shows evidence of an entrance to the original park. The deer park is currently an arable and pastoral landscape, which is undesignated as an historical feature or landscape.

The land uses in the study area are primarily arable and pastoral agriculture, with pockets of woodland and some established employment and recreational land uses. The employment is focused on the A22 in South Godstone but there are a number of employment sites south of the railway on the A22. Further west there is the Lambs Business Park accessed off Tilburstow Hill Road. Other land uses include the RSPCA centre south of the village.
6.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the central area of the study area which lies between Hays Bridge Farm in the south-west and Byers Wood in the north. The assessment considers the area as a whole, and informs the location and extent of any potential development within the study area.

**Views from the north:** The landscape to the north-west of the study area is elevated and substantially wooded. The Greensand Way runs along the southern edge of the high ground and affords views across the landscape to the south. South Godstone is well contained by the surrounding hedgerows and woodlands such that the rural outlook from the Greensand Way is not noticeably affected by the settlement. Land to the south of the railway is largely screened from view by the wooded railway corridor. Land to the north and west of the village is open to view from the Greensand Way. Views from the A22 include the rural setting to the village south of Posterngate Farm.

**Views from the east:** Views east of Tandridge Lane do not include the existing settlement or land within the Park Pale. The minor ridge running east-west parallel to Miles Lane contains views to the south, towards the village. Further south beyond the railway line the more defined ridge at Bradford Wood contains views from the south-east.

**Views from the south:** The high ground lying between the A22 and Tandridge Lane precludes views of land immediately south of the railway and South Godstone. The containment is reinforced by the treed character of the Park Pale and Bradford Wood which sit to the south of the ridgeline.

**Views from the west:** The landscape to the west of the A22 corridor is substantially more treed and retains a mature and intact hedgerow framework. Tilburstow Hill Road and footpaths leading to the A22 are located within the treed landscape which precludes most views into the land east of the A22 corridor.

**Views from within the concept area:** There is one public footpath that runs across land east of the village, intervening hedgerows screen the village and immediate setting from view. To the south of the railway there are three footpaths which cross the concept area and provide open views of much of the land enclosed by high ground to the south. Views north are contained by the wooded railway embankments, views south are contained by the topography. A further footpath runs east-west along the ridgeline of the high ground. The north facing slopes afford open views of the land between the ridge and the railway, with occasional views further north to the Greensand Hills. South Godstone village is screened from view.
Figure 4: Visual Analysis Plan

- Views from Greensand Way across the fields north of South Godstone.
- Visually prominent from the north.
- Open views from the A22.
- Woodland screen.
- No views from the wider countryside.
- Woodland screen.
- No intervisibility with Crowhurst.
- North facing slopes are visible from the high ground to the north.
- Open views across the fields to the south of the railway.
- Local ridge screen views to the south.
- Tree belts lining the railway screen views to the north.
- Open views across the site from the footpath.
- Woodland containment.
- Indicative Study Area.

KEY
- Indicative Study Area
- Woodland containment
- No Views
- Views

1:25,000 at A4 - kilometers:

0 0.5 1

north

CLIENT: Tandridge District Council
PROJECT: South Godstone
TITLE: Visual Analysis Plan
SCALE AT A4 (Page Size A3): DATE:
1:25,000 August 2016
Figure 5: Photolocation Plan

KEY

Photos begin on the following page
Photograph 1: View from the Greensand Way within AONB.

Photograph 2: View south towards South Godstone from the A22.

Photograph 3: View west across study area from A22, north of the village.
Photograph 4: View east from A22 north of the village, South Godstone is on the horizon.

Photograph 5: View east from A22 south of the village.
Photograph 4 continued.

Photograph 5 continued: View south along A22, south of the railway. Lagham Manor is within the woodland.

Photograph 6: View north on A22 south of the village.
Photograph 7: View north from public footpath across land south of the railway.

Photograph 8: View west across study area south of the railway.
Photograph 7 continued.

Photograph 9: View east across study area south of the railway.
Photograph 10: View east from public footpath towards Lagham Lodge farm.

Photograph 11: View north along Tandridge Lane.
A. Landscape

1. Tree belt to east-west rail line splits visual envelope.
2. Views from high ground of Greensand Hills.
3. Local ridge to south of railway contains views from wider landscape.
4. Scheduled ancient monument and listed buildings to the western edge of the site.
5. Open views of northern approaches to South Godstone.
6. Ancient woodland north and south of Village.
7. Heritage interests with area, Park Pale and Moated Manor.
8. Locally value landscapes with permissive footpaths to north of railway.
9. Valley feature setting to existing village.

B. Settlement

1. Settlements
2. Railway splits study area.

C. Access

1. Restricted access to A22 from south of railway.
2. Access to 2° route east of study area.
3. Vehicular access to village restricted to peripheral bridging points along railway.
4. Potential footpath link to existing village in central location.
5. Access to railway station.
6.4 OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

Opportunities for development
There is a substantial area of land contained by the railway and high ground to the south of the existing village. The high ground to the south, together with the large block of woodland on its south facing slopes, could provide a substantial and robust landscape feature which could form the basis of an extension boundary for future development.

The A22 corridor would provide a logical boundary to development to the west of the study area, the small scale and contained landscape beyond the road would not be suitable for further development. To the east the treed character of Tandridge Lane in association with the high ground around Lagham Lodge Farm, could provide a robust edge to new development south of the railway line.

The landscape character area within the study area, south of the railway is undesignated landscape. It is well contained in the wider landscape, by high ground to the south and the wooded character of the railway line to the north. The internal landscape structure is limited with a poorly defined hedgerow structure. There are small blocks of woodland within the site (some Ancient Woodland) which along with the remaining hedgerows could form a basis for the structuring of land parcels for residential and open space land uses.

Land to the north of the study area is open and exposed and forms the setting to the village, to accommodate the required residential area south of the railway this land would be required for open space land uses. There could be pedestrian access to this land under the railway. Using the Park Pale as a northern boundary would assist the definition of Park Pale as a landscape feature providing a distinction between proposed land uses.

The land south of the railway is adjacent to a railway station and bus services. Tandridge lane provides an additional north-south link to the A22 corridor. A potential pedestrian link is available through the centre of the site. There are existing services and infrastructure in South Godstone.

Constraints to development
The railway segregates the existing village from any proposed extension to the settlement to the south. Access to, and permeability with, the existing village would be limited to two or three points along the railway corridor. Services and retail opportunities would need to be developed in separate local centres.

Currently Lagham Manor and its Moat are set within a heavily wooded setting. However, the buildings, moat and historic connections with the surrounding land are a significant constraint to development and the setting of these assets would need detailed consideration. The wider setting and the context of the Park Pale and historic deer park should be considered alongside the potential land uses.

There are areas of Ancient woodland within the potential development area which may become isolated. Linkage with outlying woodland would need further consideration.

The site frontage onto the A22 is constrained by the containing topography and the location of Lagham Manor to the south and the railway bridge to the north.
6.5 GARDEN VILLAGE AREA ASSESSMENT

The study area could provide a potential settlement extension area contained by well-defined landscape boundaries. However, the extent of land necessary for residential development and a local centre would potentially breach the ridge line of the high ground to the south of the railway and potentially impinge upon the setting of the listed building and scheduled monument at Lagham Manor. A smaller urban extension may be appropriate subject to constraints being dealt with satisfactorily. Land for open space use could be accommodated outside the southern area, within the Park Pale to the north of the railway and to the south-west of Lagham Manor.

Whilst there are opportunities to make use of the existing rail, bus and road links at South Godstone there are very limited opportunities to develop existing retail or employment centres. A new urban extension would be a largely stand-alone development. Further expansion in the longer term would be inappropriate in the surrounding landscape due to the sensitivity and scale of the local landscape.

Overall, the potential garden village location has a **Medium potential** to provide an extension to the existing village.
Land west of Edenbridge

Landscape and Visual Assessment for a Potential Garden Village Location
7.1 LANDSCAPE CONTEXT

The study area lies to the immediate west of the small town of Edenbridge, located approximately 8km to the north-east of East Grinstead and approximately 10km to the south-west of Sevenoaks. The nearest settlement to Edenbridge is Lingfield, approximately 5km to the south-west. The M25 lies approximately 6km to the north and there are two stations located within Edenbridge. The study area is contained by local roads, including Crouch House Road to the east, Lingfield Road to the south, Dweilley Lane to the west and Honeypot Lane and Little Browns Lane to the north. The study area is further contained to the north and north-west by two railway lines. The study area and surrounding rural landscape is well served by public rights of way, which include the Vanguard Way and Tandridge Border Path.

The River Eden lies to the immediate south of the study area, within the Eden Valley Landscape Character Area of the Sevenoaks Landscape Character Assessment. The remainder of the study area lies within the Sevenoaks Low Weald character area, a low lying and gently undulating mixed farmed landscape, with numerous streams and watercourses. The landscape within the study area shares many of the key characteristics listed for each character area.

The study area is bisected by a local valley feature containing Kent Brook, a tributary of the River Eden, which flows south through the centre of the study area. The land to the east of the brook and west of Edenbridge is generally low lying and relatively flat. A low hill lies to the east of the brook and north of Skeynes Farm, with a high point of 80m Above Ordnance Datum (AOD). Two further low hills are located to the west of...
the brook, both with high points of approximately 60-65m AOD. Local ridges extend into the study area from the north, north-west and west, enclosing the northern and western sides of the study area. Approximately 4km to the south is the start of the High Weald AONB, located on a much higher ridgeline with high points of over 150m AOD. There are panoramic views north from this ridge, however these views are broken up by blocks of woodland and tree belts.

The landscape of the study area can be broken into different local character types, influenced by landform and land use. The brook corridor is small scale and intimate with tree belts lining the brook. The land to the east of the brook is predominantly made up of Edenbridge golf course, part of which is now disused. Tree belts and ponds are common features within the golf course. To the south-west of the brook is a medium - large scale rolling arable landscape. This land is generally open, with containment provided by tree belts and woodland blocks. To the north of the study area, the landscape is smaller scale and pastoral, with hedgerow boundaries and woodland blocks. To the south, the landscape is characterised by the flat valley landscape and river floodplain. There are long views to the ridgeline to the south.

Edenbridge is a nucleated settlement centred on the two railway lines and the B2026, which runs north-south through the town. The historic core of Edenbridge, recognised through the designation of a Conservation Area and listed buildings, is located to the south of the town. Many of the town's shops and facilities are located within or adjacent to the Conservation Area. Facilities include: a community centre, medical practice, leisure centre, post office, supermarkets, restaurants, pubs, schools and a church.
Within the study area woodlands and tree belts are common landscape features, which compartmentalise the landscape and provide a high sense of enclosure, particularly to the east of Kent Brook and north of the study area. The south-western part of the study area is more open.

The study area is contained to the east by the existing settlement of Edenbridge. Part of the study area is located adjacent to the settlement edge and separated from the wider rural landscape by Little Browns Lane and the railway lines. This area comprises small, rectilinear fields in pasture and has an urban edge character, influenced by the existing settlement and infrastructure. The remainder of the study area is located to the south of the railway lines.

A large portion of the study area is formed of Kent and Surrey Golf and Country Club, which extends south and west of the railway. The majority of the golf course is located to the east of Kent Brook, with only a small area extending across the brook to the west. The northern part of the golf course is in frequent use and comprises mown grass with belts of early mature trees and frequent ponds. The southern part of the golf course is no longer in active use and comprises rough grassland, ruderal vegetation, scrub, tree belts and ponds. The tree belts within the golf course provide a strong sense of enclosure.

To the south-east of the golf course and west of Edenbridge is an undulating pastoral landscape. Skyenes Park and Crouch House Farm listed buildings are located to the south and north of this land respectively. Tree belts and ponds are key landscape features within this landscape. The south-eastern fields of this area are unmanaged and are beginning to show signs of scrub encroachment.

Kent Brook runs through the study area and is a key landscape feature. Trees and riverine vegetation are associated with the brook. Towards the south of the site and to the east of the brook there is a large pond, which is also an attractive feature. To the south-west of the brook the landscape opens up, irregular fields of arable agriculture are located on the localised hills within this part of the study area. There are some long views to the AONB ridgeline in the south. Small woodland copses are frequently occurring features, as are tree belts, they provide structure to the landscape and contain some views, particularly to the west and north-west. Shinglebarn Wood, is designated Ancient Woodland. The tree belts to the south of Shinglebarn Wood, adjacent to Upper Barn, have been identified as a potential Site of Nature Conservation Interest.

The north-western part of the study area is bounded by Dwelly Lane to the west and by Honeypot Lane to the north. The north-western quarter is a much smaller-scale landscape of regular, often linear fields in pasture, bound by hedgerows and tree belts. There is a high degree of enclosure and intimacy. Fields are currently used for haymaking and horse grazing. The tree belts to the north are designated Ancient Woodland. The northern part of the study area, to the east of the brook and south of Little Browns Lane, has a similar small scale, pastoral landscape.

There are numerous rights of way within the study area, including the Vanguard Way. The footpaths to the south-east of the study area and the path along the brook are well used and easy to locate. In contrast, the paths to the north-west of the study area, to the west of the brook, are badly signposted, unused and are difficult to navigate at times. The footpaths running through the golf course are also difficult to follow. There is scope for considerable improvement on these paths.
7.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the eastern part of the study area which lies to the immediate west of Edenbridge. The assessment considers the area as a whole, and informs the location and extent of any potential development within the study area.

Views from the north: Views from the north are generally contained by the tree belts lining the railway lines. There are glimpses and occasional views of the north-eastern part of the study area from the dwellings located on high ground to the south of Hilders Lane. The rural lanes to the north of the study area are enclosed by intact hedgerows and views are restricted to gaps in vegetation, provided by field gates. Housing on Little Browns Lane, to the north of the study area are also contained by tree belts and vegetation, with little intervisibility. The land within the golf course is not visible.

Views from the east: Views into the study area from Edenbridge, to the east are restricted to occasional glimpses from the business premises to the west of Station Road and from the first floor windows of housing on Crouch House Road. Views from these houses are of the golf course clubhouse, car park and shop. There are views of the fields in pasture to the south-east of the golf course, however rising landform and boundary vegetation blocks all views of the golf course itself from this location.

Views from the south: Properties to the south-east of the study area, located on Lingfield Road are set within large landscaped gardens and have limited intervisibility with the study areas. Properties within the hamlet of Haxted are elevated and some (including West Haxted cottages) have views north into the south-western part of the study area. Views are of rolling arable fields, framed by woodland. The south-western part of the study area has occasional long views to the ridgeline to the south, however the public viewpoint locations visited on the ridgelines had no discernible views of the study area. Belts of woodland break up the landscape within these views and obscure views of the study area and Edenbridge. The study area is likely to be more visible from these locations in winter, when vegetation is not in leaf. In winter, the study area is likely to form a small and distant part of a wide, panoramic view.

Views from the west: The study area is well contained to the west by the strong hedgerows along Dwellly Lane. The properties at Shingle Barn Farm, to the north-west of the study area, have open views of the adjacent agricultural land to the south and east. Long distance views are blocked by intervening tree belts. There are views into the south-west of the study area from Dwellly Farm and adjacent dwellings, which have long views out over arable fields framed by woodland. Views are generally restricted to upper floor windows of these properties. The single story properties have glimpsed views of the study area, through boundary vegetation. There are no views of the land within the golf course.

Views from within the study area: There are open views of the study area from the footpaths to the west of the brook. Footpaths in the south-western part of the study area have long views to the south and west, particularly from the higher ground of the local hills. Footpaths to the north cross the smaller scale pastoral landscape and views are generally restricted to the immediate field that the path lies within. Views are likely to increase in winter when vegetation is not in leaf. The footpaths located within the golf course are much more enclosed, with limited visibility across the golf course. People playing golf have open views of the fairways within the golf course.

Listed building Crouch House Farm and Skeynes Park have intervisibility with the south-eastern part of the study area. Skeynes Park has partial views into the fields to the immediate north of the house and Crouch House Farm has views of the fields in pasture to the immediate south.
Figure 5: Photolocation Plan

KEY

Photolocations

Photos begin on the following page
Photograph 1: View north from the footpath to the north of Crouch House Farm.

Photograph 2: Looking north-west from the footpath to the east of Shinglebarn Wood.
Photograph 3: The disused area of the golf course.

Photograph 4: View west over the pond adjacent to Kent Brook.
Photograph 5: Looking south-west from the footpath adjacent to Kent Brook.

Photograph 6: View south-east from footpath at Upper Barn.
Photograph 7: Looking north-east from a field gate on Dwelly Lane, towards Upper Barn.

Photograph 10: Looking South-east from the Vanguard Way, adjacent to Shingle Barn Farm.
Photograph 8: View east into the study area from a field gate on Dwelly Lane.

Photograph 9: Dwelly Lane.

Photograph 10: continued.
Photograph 11: Looking south-east from Little Browns Farm.

Photograph 12: Looking south into the golf course.
Photograph 11: continued.

Trees lining the railway.  Edenbridge.

Photograph 13: View east from a footpath off Little Browns Lane.
Photograph 14: View west from Crouch House Road, to the north of the railway.

Photograph 16: Looking west from the footpath to the south-east of the study area.
Photograph 15: View of the golf clubhouse.

Photograph 16: continued.
Photograph 17: View west from footpath to north-east of Skeynes park.

Tree belt lining the edge of the disused golf course.

Photograph 18: Looking north towards the study area on the ridgeline within AONB. The study area is not visible.
7.4 OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

Opportunities for development
The land to the east of Crouch House Road is contained by development and the two railway lines. This part of the study area is well related to existing development, close to the stations and amenities and is separated from the wider rural landscape. In landscape terms, this land has capacity for development.

The blocks of woodland at the edges of the golf course and to the north-west of the study area, provide a high level containment to the relatively flat, central and eastern part of the study area. There are few views into this area and little intervisibility with the high ground within the AONB to the south. Tree belts and ponds within the golf course could form a basis for the structuring of land parcels for residential land uses. Retention of key internal landscape features would limit the impact of the scale of development anticipated.

The study area is well placed for access to the local rail network and local facilities. There is the potential for new development within the study area to offer walking routes to the two stations.

Development within the study area would not impact on the separation between Edenbridge and other existing settlement. The golf course is an urban edge land use and there is the potential to incorporate development within this area without substantial adverse impacts on the character of the wider rural landscape. There is the opportunity for future expansion to the south-east, to connect to the existing housing on Springfield Road. This expansion also has the potential to provide a second access into the development from Lingfield Road, to the south.

The brook corridor and the more open and rural landscape to the west of the study area are sensitive to development, but could be suited to open space land-uses. The character of the river corridor could be enhanced and there are opportunities to link areas of Ancient Woodland with adjacent tree belts, in order to provide a more continuous habitat. Any development within the study area should take landscape character into consideration. Guidance is provided within the Sevenoaks Landscape Character Assessment, for each of the character areas affected.

Constraints to development
The study area lies within Green Belt, a major constraint to development. The setting to the AONB to the south and AGLV to the north should be considered, however much of the study area is both physically and visually separated from these designated landscapes.

There are a small number of listed buildings within the south-eastern part of the study area and to the north-west (at Wintersell Farm) and south (within Haxted) of the study area. The setting to these listed buildings would need to be considered when deciding upon the potential location for development within the study area.

Many of the shelterbelts and copses within and around the northern part of the study area are designated Ancient Woodland. The areas of floodplain within the study area (associated with Kent Brook and within the low-lying land between the two railway lines) restrict development. The landscape features including the woodland, ponds and unused golf course have the potential to provide important habitat and a suitably qualified ecologist should be consulted in order to assess whether development could have ecological impacts.

While the study area has links to the local road network, there are no direct links to the primary road network and the roads to the west of the study area are narrow rural lanes. This limits opportunities for access to a single point of access off Crouch House Road, which already serves a large portion of homes within Edenbridge.

The golf course within the study area is identified within the Sevenoaks Open Spaces Study as an outdoor sports facility which forms part of the Green Infrastructure network for the district.
Figure 6: Constraints and Opportunities

Land west of Edenbridge

A. Landscape.
   A1. Green Belt
   A2. Kent Brook and associated floodplain.
   A3. Contained by high ground
   A4. Ancient woodland within Study area.

A5. Wooded landscape provides containment to south-east of the study area

B. Settlement.
   B1. Settlements
   B2. Housing allocation

C. Access
   C1. Railway lines
   C2. Key local roads
   C3. Rural lanes
   C4. Public rights of way to be retained and improved
7.5 GARDEN VILLAGE AREA ASSESSMENT

The study area could provide a potential urban extension with approximately 65ha residential development, with a local centre of approximately 10ha and an open space provision in excess of 66ha (Floodzone 3 is excluded from this calculation). Development should be focused to the north-east of Crouch House Road and within the existing golf course, in order to minimise potential adverse landscape and visual impacts. Built development should not extend beyond the brook floodplain.

The golf course within the study area is identified within the Sevenoaks Open Spaces Study as an outdoor sports facility, however approximately 30ha (approximately 40%) of the course (the southern portion) is currently not in use. There is the potential for the loss of the golf course to be mitigated through the public open space provision, particularly if key landscape features are retained within the developed part of the potential garden village and key features identified within the Sevenoaks Landscape Character Assessment (e.g. the brook and watercourses) are enhanced as part of the development.

There is the opportunity to expand development to the north (between the railway and west of Crouch House Road) and south-east of the study area (east of the disused part of the golf course, west of Crouch House Road and north of Lingfield Road). These expansion areas (particularly to the south-east) would provide the opportunity to provide a second access onto Lingfield Road and would create a more nucleated settlement pattern in the long term.

There is the potential to enhance the brook corridor as part of the development proposals and the existing footpath network could be incorporated into open space and improved (in terms of quality and waymarking). Potential ecological impacts of development within the site need to be considered.

There are transport links to local stations and there is the potential to provide walking routes to the stations for potential residents. A bus service is available from Crouch House Road and Little Browns Lane. There are good pedestrian links to the wider footpath network, providing the existing footpaths are improved.

There are no direct links from the site to the primary road network and the majority of roads surrounding the study area comprise narrow lanes (exceptions are Crouch House Road and Lingfield Road), which limits opportunities to provide access into the site without harming the rural character of the surroundings. The potential garden village would initially be restricted to a single point of access of Crouch House Road, with the opportunity to connect a second access to Lingfield Road in the south, should the development expand to the south-east.

Overall, the majority of the land to the east of the study area has capacity for development in landscape terms, with access and potential traffic being key limiting factors. Further development to the north and south-east would consolidate the settlement pattern and provide further opportunity for vehicular access. The site has been judged to have Medium potential for development.
Blindley Heath

Landscape and Visual Assessment for a Potential Garden Village Location
8.1 LANDSCAPE CONTEXT

The study area lies adjacent to the existing village of Blindley Heath, located north-west of Lingfield and encompasses the hamlet of Anglefield Corner, north of the Blindley Heath village. There is ribbon development along Brickhouse Lane, Byers Lane and Hare Lane.

The A22 corridor runs through Blindley Heath with connections to the M25 at Junction 6 to the north. The nearest railway stations are located at South Godstone 3km to the north and 4.5km to the south-east at Lingfield. Within the study area the rural lane network extends south and west to Horne. To the east Ray Lane, the B2029, runs south-east to Lingfield. The local landscape is served by a wide spread public footpath network, which does not include any recognised trails or national routes.

There is high ground to the north-west which extends across the northern quarter of the study area as a partially wooded ridge separating the main study area from Anglefield Corner. The hamlet lies in a wooded gulley to the north of Putney Gill, visually and physically detached from Blindley Heath and the main study area to the south. The High Weald AONB, which is elevated and heavily wooded in character, lies to the south-east of the study area and can be seen as a long distance backdrop to views from the high ground around Byers Wood. The landscape between these elevated areas includes generally low lying land associated with the Eden and Ray Brook.
Blindley Heath is a small village on the eastern border of the study area, it has a pre-school and nursery, church and retail and employment premises. The village is a linear settlement focused on the A22 corridor which runs through the middle of the settlement. There is low density ribbon development along the A22, north of Blindley Heath, linking the village loosely to Anglefield Corner. There are scattered farmsteads and Heath Grange to the east of the village.
Figure 3: Landscape Analysis Plan

KEY

- Indicative Study Area
- Settlement
- EA Flood Zone 2
- EA Flood Zone 3
- Watercourse
- Woodland
- Ancient Woodland
- Road
- Public Right of Way
- Listed Building
- Ancient Monuments
- Common Land
- Site of Special Scientific Interest
- Site of Nature Conservation Interest
8.2 SITE LANDSCAPE

The high ground within the study area is located to the north forming a narrow ridgeline close to Marl Farm. The land falls steeply, south and east from the ridge, towards Byers Wood, before levelling out south of Blue Anchor Wood and the northern extents of Blindley Heath village. The majority of the study area is otherwise generally flat with little variation in topography and gentle falls to the Ray Brook and its floodplain which lies in the southern quarter of the study area. The Ray Brook drains east towards Lingfield.

The significant blocks of woodland, which border the area to the north-west include Ancient Woodland and are generally associated with pastoral fields of a medium scale. The woods also extend southwards to provide a significant landscape feature at the foot of the high ground. Collectively the woodlands afford the central study area a high degree of containment to the north and north-west.

Land to the west of the study area, beyond Brickhouse Lane, is largely small-medium scale rectilinear fields, in pasture and arable cultivation, which are enclosed by mature hedgerows with hedgerow trees. The well-developed landscape structure of this western area together with woodland blocks close to Brickhouse Lane and Byers Lane substantially screen the central study area from the wider landscapes to the west.

The fields through the centre of the study area are generally rectilinear and medium to large in scale, the field pattern being defined by a largely intact hedgerow network with some hedgerow trees. Three public footpaths run through the central area, the southern footpath runs within the Ray Brook floodplain in a landscape contained by riparian woodland to the south and mature hedgerows to the north. The northern footpath links the elevated section of Byers Lane to Blindley Heath, descending through the south facing fields north of the village. The central footpath runs through a series of small scale hay meadows to the north of Upper Barn Farm.

The eastern boundaries to the central area are formed by the existing settlement edge of the village which includes the employment uses adjacent to the A22, the pre-school and nursery and residential development. To the south-east the wooded and scrub areas in Blindley Heath SSSI contain the landscape.

The land uses in the study area are primarily arable and pastoral agriculture, with pockets of woodland, ribbon development and some established employment and recreational land uses. The employment is focused on the A22 in Blindley Heath but there are a number of significant employment sites in the area along Byers Lane and Brickhouse Lane. Other land uses include the Jehovah Witnesses Surrey Assembly Hall which is located on Brickhouse Lane and the Surrey Pet crematorium which is located at Parkwood, on Byers Lane. Recreational land uses are focused on the village pavilion and recreation ground on Ray Lane adjacent to the A22.
8.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the central area of the study area which lies between Hays Bridge Farm in the south-west and Byers Wood in the north. The assessment considers the area as a whole, and informs the location and extent of any potential development within the study area.

Views from the north: The landscape to the north of the study area is largely wooded which contains the majority of views from roads and footpaths and nearby housing on Byers Lane. The public footpath, south of Byers Lane has views to the south over Blue Anchor Wood and limited views of the central study area, mainly from locations close to Byers Wood. There are open views south from the lower slopes close to the village edge. There are no views of the study area from Anglefield Corner.

Views from the east: The central fields, within the study area, are well contained to the east by the existing settlement, which has a vegetated edge to residential areas and a more open hard edge to the employment area. South of the village visual containment is afforded by the wooded character of Blindley Heath SSSI. Public footpaths which cross the SSSI do not have views west across the A22. Further east, beyond the village the treed character of Tandridge Lane provides a wider visual break in the landscape.

Views from the south: The Ray Brook is lined with riparian woodland and hedgerows, which together with the hedgerow network within the Ray Brook floodplain provides visual containment to the south of the study area.

Views from the west: West of Brickhouse Lane and Byers Lane the intact hedgerow network and occasional blocks of woodland screen the central study area from view from the public footpaths and the hamlet of Horne.

Views from within the concept area: There are three footpaths crossing the central fields within the study area. The northern footpath descends through south-facing fields towards Blindley Heath village, the footpath has elevated views of the High Weald AONB and partial views of the eastern study area. The central footpath runs on level ground through a series of small linear meadows to the north of Upper Barn Farm, views are limited to the immediate fields with occasional views to Parkwood to the north-west and the village boundaries to the east. The southern footpath passes, east-west through the Ray floodplain, from White Bridge to Hays Bridge Farm. The views are contained to the south by riparian woodland and limited by hedgerows to the north, Upper Barn Farm is visible on higher ground in the centre of the site.
Figure 4: Visual Analysis Plan

- No views from the North of the wooded ridge.
- No views from Smallfield.
- No views beyond Blindley Heath.
- Woodland and tree belts screen views.
- Limited views from path.
- Intervisibility with distant High Weald AONB.

KEY:
- Indicative Study Area
- Woodland containment
- No Views
- Views
- Opusvages
Photograph 1: The view looking west along Byers Lane.

Photograph 2: View south from public footpath across elevated ground north of study area. Distant views of High Weald AONB.

Photograph 3: The view looking south along Byers Lane.
Photograph 4: View south across study area from the elevated section of the public footpath.

Photograph 5: View south across the study area from the public footpath.
Photograph 6: View south along the A22 including employment premises at Blindley Heath.

Photograph 7: View north along the A22, Blindley Heath woodland adjacent to the road corridor.

Photograph 8: View north across Ray Brook flood plain.
Photograph 9: View north towards Ray Brook and wooded southern boundary of study area.

Photograph 11: View east across study area adjacent to Brickhouse Lane.
Photograph 10: View from public footpath within central concept area.

Photograph 11 continued.

Photograph 12: View south along Brickhouse Lane.
Photograph 13: View of the western boundary to the study area from Brickhouse Lane.

Photograph 14: View towards study area from public footpath.

Photograph 15: View from junction of Brickhouse Lane and Cryodonbarn Lane.
Intentionally
blank
A. Landscape
1. Contained by high ground to the north, with no views into study area.
2. Constrained by Ray Brook floodplain to south.
3. Heathland and woodland SSSI to south-west of A22.
4. Riparian woodland and hedgerow network contains views to south.
5. Elevated fields west of Byers wood have open views to High Weald AONB to the south.
6. Tree belts and hedgerows screen wide landscape to the east and west.
7. Limited number of footpaths across study area.
8. Areas of Ancient woodland.

B. Settlement.
1. Settlements.
2. Employment and service hub adjacent to site.
3. Outlying employment on Brickhouse Lane.
4. Nursery adjacent to east boundary.

C. Access.
1. Direct access onto A22.
2. Secondary access onto Byers Lane and Brickhouse Lane.
3. Direct routes to Lingfield and Godstone train stations.
8.4 OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

Opportunities for development
The high ground to the north and north-west, together with the substantial blocks of woodland on the south facing slopes, provide a substantial and robust landscape feature which could form the basis of a new settlement boundary for future development. The landform also provides physical and visual separation to Anglefield Corner.

The A22 corridor and the existing village would provide a logical boundary to development to the east of the study area, although if further development were proposed land between the A22 and Tandridge Lane could provide additional capacity without undue visual impact on the wider landscape to the east of Blindley Heath.

To the west, beyond Byers Lane and Brickhouse Lane the landscape becomes more enclosed and the fields smaller in scale, with less capacity to accommodate development. Byers Lane and Brickhouse Lane and the associated blocks of woodland to the east could form the basis of a robust edge to new development. Many of the existing employment uses along the lanes would fall within the potential development area.

There are no landscape designations on the central landscape character area. It is well contained in the wider landscape, by high ground to the north and woodland and an established hedgerow network to the west and south. The relatively intact internal landscape structure, to the central area, could form a basis for the structuring of land parcels for residential and open space land uses. Retention of the internal landscape structure would limit the impact of the scale of development anticipated.

Land to the north of the study area is open and exposed and would be more suited to open space land uses. Woodland linkage between Blue Anchor Wood and Byers Wood would reinforce the northern boundary to any new development and enhance ecological connectivity through the area. To the south, parts of the Ray Brook floodplain and adjacent areas could provide informal and formal open space. Both potential areas of open space would retain a rural, open aspect to existing footpaths running across the site.

A potential extension area, to Blindley Heath, based on the medium to large scale fields within the study area and broadly defined by the character area boundary, would provide the basis for a residential development area of circa 69ha. The development would have a common edge with the village with footpath links and direct access onto the A22. There is the potential to link directly with the existing pre-school and services on the main road and build on the employment hub on the A22 for future employment and an expanded local centre.

Constraints to development
There are a small number of listed buildings within the study area and limited areas of Ancient Woodland which are located to the northern margins of the potential development area. The Blindley Heath SSSI lies to the south-east of the potential development area within the floodplain and beyond the A22 corridor.

The village is not directly served by a railway station although there is access to the railway stations at South Godstone and Lingfield, which are served by bus services and car parking is available at both stations. The frequency and capacity of these facilities is not assessed as part of this study. Further assessment through the Local Plan process may be required.

Other than the A22, the local road network comprises of narrow rural lanes without footpaths and the B2029 (Ray Lane). Access to the site could be made via the A22, any secondary access opportunities from the local rural lane network would appear to be more limited.
8.5 GARDEN VILLAGE AREA ASSESSMENT

There is the potential to provide approximately 69ha of residential land and open space in excess of 66ha to the west of the village. There is also the potential to expand the existing village centre, existing employment and accommodate future school provision. A substantial extension to the settlement could be accommodated within well-defined landscape parameters where the existing landscape structure could be developed to define new robust boundaries to the area of new settlement.

Access to the primary road network is available and rail and bus services are local to the village. There are links to the wider footpath network and existing recreation facilities in Blindley Heath.

The rural setting of Anglefield Corner would not be affected by the potential development area, as the existing ridge and potential informal open space should maintain its rural setting. The wider rural setting to Blindley Heath would be largely unaffected by the potential development and there should not be the potential for coalescence with any surrounding settlements. Overall, the study area has a **High potential** as an extension to the existing village.

Further expansion in the longer term would be inappropriate in the surrounding landscape to the...
west and south due to flood plain limitations and the scale and sensitivity of the local landscape. Land to the north is elevated and exposed and not appropriate for development in the context of the settlement pattern of Blindley Heath and its wider setting. Limited expansion to the east, beyond the A22 and as far east as Tandridge Lane could be accommodated without undue visual impact on the wider landscape.
Horne

Landscape and Visual Assessment for a Potential Garden Village Location.
9.1 LANDSCAPE CONTEXT

The study area lies in open countryside mid-way between the villages of Smallfield and Blindley Heath and encompasses the hamlet of Horne. The study area lies 2km to the south-west of the A22 corridor which runs through Blindley Heath. The nearest railway stations are located at South Godstone 5.5km to the north and 8km to the south-east at Lingfield. The road network within the study area consists of an entirely rural network of lanes that extend to Smallfield and Blindley Heath. Settlement is limited to the hamlet of Horne and ribbon development along Brickhouse Lane and Byers Lane and to individual farmsteads on Croydonbarn Lane and Whitewood Lane. The local landscape is served by an extensive public footpath and bridleway network, but does not include any recognised trails or national routes.

There is high ground to the north which extends across the northern quarter of the study area as a partially wooded ridge separating the main study area from landscapes to the north. The High Weald, which is elevated and heavily wooded in character, is distant and lies to the south-east of the study area. The landscape between these elevated areas includes generally low lying Wealden farmland which includes the upper reaches of the Ray Brook floodplain.

The landscape of the study area is characterised
by a central block of small to medium scale farmland, predominantly set to pasture, with an intact and mature hedgerow network. The landscape has a contained character and a confined outlook. The high ground and associated woodland (a wooded pastoral landscape) provides containment to the north. To the south, south of Croydonbarn Lane, the landscape is larger in scale with a limited hedgerow network and a substantially more open aspect. The riparian character and strong hedgerow network of the Ray floodplain is evident to the south-east of the study area.

To the east the study area the small scale hedged landscape gives way to medium to large scale fields close to Blindley Heath which have a semi-open aspect, although Blindley Heath is not open to view. To the west the small scale landscape again gives way to a larger scale and more open landscape that lies between the study area and the village of Smallfield.

Horne is a small hamlet within the study area, it has a cluster of listed buildings focused on the local church and comprises low density ribbon development along Church Road. The surrounding agricultural landscape provides the setting to the listed buildings.
Figure 3: Landscape Analysis Plan

**KEY**

- Indicative Study Area
- Settlement
- Conservation Area
- EA Flood Zone 2
- EA Flood Zone 3
- Watercourse
- Woodland
- Ancient Woodland
- Road
- Public Right of Way
- Listed Building
- Common Land
- Site of Special Scientific Interest
- Site of Nature Conservation Interest

**Site of Special Scientific Interest**
**Ancient Woodland**
**Road**
**Listed Building**
**Common Land**
**Site of Nature Conservation Interest**

**North**

1:25,000 at A4 - kilometers: 0 0.5 1
The high ground within the study area is located to the north forming a narrow ridgeline south of Copsley Manor. The ridge is partly covered with woodland notably Hornecourt Wood to the north-west. The land falls steeply, south from the ridge, to 70m AOD, before levelling out. A number of public footpaths and roads run south from the northern ridge affording views across the study area and the wider landscape. The majority of the study area is otherwise generally flat with little variation in topography and gently falls to the Ray Brook and it's floodplain which lies in the south-eastern quarter of the study area. The Ray Brook drains north-east towards Blindley Heath.

There are few significant blocks of woodland, Hornecourt Wood to the north is Ancient Woodland and more recently planted woodland surrounds the Jehovah Witnesses Assembly Halls to the east of the study area.

Land to the west of the study area, beyond Wilmot’s Lane, consists of large scale irregular fields, with degraded and limited hedgerow and tree structure. The fields through the centre of the study area have a well-developed landscape structure of mature and continuous hedgerows with substantial numbers of hedgerow trees. The hedgerows together with woodland blocks close to Brickhouse Lane and Byers Lane substantially screen the central study area from the wider landscapes to the east and Blindley Heath.

The land uses in the study area are primarily pastoral with established equine businesses around Horne Grange. There is more limited arable agriculture, with pockets of woodland, ribbon development and some established employment, along Brickhouse Lane, and recreational land uses, such as Horne Park Golf Academy to the south of Croydonbarn Lane. Other land uses include the Jehovah Witnesses Surrey Assembly Hall is located on Brickhouse Lane and the Surrey Pet crematorium which is located at Parkwood, on Byers Lane.

There is an extensive footpath network and bridleways in the central area as described by Church Lane, Croydonbarn Lane, Brickhouse Lane and Whitewood Lane. The majority of this area is overlooked by footpath users and is actively used by horse riders.
9.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the central area of the study area as described above. The assessment considers the area as a whole, and informs the location and extent of any potential development within the study area.

**Views from the north:** The landscape to the north of the study area is largely wooded which contains the majority of views from the wider landscape to the north. Roads and footpaths running down from higher ground have views south towards and across the study area. Whitewood Lane is bordered by a low hedgerow which affords open views north and south across the study area.

**Views from the east:** The central fields, within the study area, are contained by small woodlands to the east of Brickhouse Lane and Byers Lane and the intact hedgerow network associated with the road network. There are limited views from the public footpaths to the east of Brickhouse Lane and no views from Blindley Heath.

**Views from the south:** The Ray Brook lies to the south of the Horne Park Golf Academy. There are limited views into the golf complex but views from the south beyond the golf course are screened by the riparian woodland and hedgerows within the floodplain. There are no views of the study area from Newchapel, south of the brook. To the south-west there are open views towards the southern boundary along Croydonbarn Lane from Chithurst Lane.

**Views from the west:** West Wilmot’s Lane, to the west of the study area affords few views of the central study area. The lack of intervisibility is a product of the hedgerow structure of the central area rather than the landscapes to the west. There are no views from Smallfield.

**Views from within the study area:** There are approximately eight footpaths crossing the central fields within the study area, there is also one bridleway which links Croydonbarn Lane to the Grange. The hedgerows are mature and limit views to one or two fields from any one section of footpath. However, the extensive nature of the footpath network provides views across most of the central area of the study area, from one footpath or another. The footpaths in combination with the rural roads provide a number of circular walks in the area.
Figure 4: Visual Analysis Plan

- Elevated slopes with views to the site.
- Woodland and tree belt screen views.
- Riparian woodland and hedgerow with views.
- Limited views from path.
- Dense footpath network with views.
- Visual setting to listed buildings.
- Open view from road.
- View to the West.
- Elevated slopes with views to the site.
- Woodland and tree belt screen views.
- Limited views from path.
- Elevated slopes with views to the site.
- Woodland and tree belt screen views.
- Limited views from path.

KEY
- Indicative Study Area
- Woodland containment
- No Views
- Views
Figure 5: Photolocation Plan

Key:
- Photolocations

Photos begin on the following page
Photograph 1: View south from the Whitewood Lane.

Photograph 2: View north-west from Brickhouse Lane.

Photograph 3: View north-east from public footpath.
Photograph 4: View north from Croydonbarn Lane.

Photograph 5: View north-east from Croydonbarn Lane.
Photograph 6: View north-west from Croydonbarn Lane.

Photograph 7: View east along Smallfield Road.

Photograph 8: View South-west from Whitewood Lane.
Photograph 9: View north from public footpath.

Photograph 10: View west from public footpath.

Photograph 11: View of Horne from Church Road.
A. Landscape
1. Elevated ridge to north views towards site.
2. Setting to listed buildings at Horne.
4. Employment sites along eastern boundary, Brickhouse Lane.
5. Flood plain to south of Croydon-barn Lane.
6. Small scale hedged landscape to east and west limits views out.
7. Local views into site.

B. Settlement.

C. Access.
1. Minor roads around and through area.
2. No direct access to 1st road network.
9.4 CONSTRAINTS AND OPPORTUNITIES FOR DEVELOPMENT

Constraints to development
There are a number of listed buildings which form the focus of Horne and are located within a rural agricultural setting. A new settlement that is co-located with Horne is likely to adversely affect the rural setting to the listed buildings and subsume the hamlet into the new settlement. Established land uses such as the riding centre at the Grange and the extensive public footpath network east of Horne are likely to be significantly affected or lost.

The new settlement would be remote from the primary road and rail network. It would not be directly served by a railway station although there is access to the railway stations at South Godstone and Lingfield, (5.5 and 8 km from the study area respectively) which have car parking. Lingfield is served by a limited bus service. Horne would not provide existing facilities or infrastructure as a basis for a new village centre.

The principal access for a new settlement would be limited to the narrow, rural lanes which run through the study area, linking to the A22, 2km to the north-east of the study area. The existing lanes are generally contained by hedgerows and narrow verges, with no footways and are likely to be unsuitable for pedestrians.

The landscape across the central part of the study area is a relatively uniform parcel of agricultural land where there are no obvious and significant landscape features which could form the basis of robust settlement boundaries. The rural lanes which delineate the central area are not allied to a substantial or robust landscape feature eg Whitewood Lane where there low hedge lines adjacent to the central area of the site. The central area, is also largely comprised of small/medium scale fields with a mature and well developed hedgerow and treed structure. Development would necessitate the removal of significant proportion of the containing landscape structure.

Opportunities for development
The study area is undesignated landscape relatively well-contained in the wider landscape. The high ground to the north and north-west, together with the substantial blocks of woodland on the ridge, contain views from the wider landscape to the north. The Ray floodplain is limited to the south-east corner of the study area.

Given the more open character of the landscapes close to Blindley Heath and Smallfield the eastern and western extremities of the study area could provide landscape and open space buffers to maintain the physical and visual separation between Smallfield, Horne new settlement and Blindley Heath.
9.5 GARDEN VILLAGE AREA ASSESSMENT

The potential garden village location has sufficient open agricultural land to provide a new settlement with approximately 69ha of residential land and open space in excess of 66ha. There are however significant constraints on the land, most notably the lack of infrastructure, road and rail access and the potential to link to existing facilities. The landscape constraints to development are limited but the uniform nature of the landscape provides no obvious or robust landscape features that could form the basis for long term settlement boundaries to development.

Access to the primary road network is relatively distant and the new settlement would need to utilise the existing rural lane network. Rail services would not be easily accessible and there are limited bus services. There are links to the wider footpath network but the extensive footpath network in the immediate area would be significantly affected or lost.

The hamlet of Horne could potentially be subsumed into the new settlement with the loss of the rural setting to the listed buildings at the centre of the settlement. The rural setting of Horne would be affected by the potential development area although the wider rural setting in the study area would be largely unaffected by the potential development.
Further expansion, in the longer term, would be inappropriate in the surrounding landscape to the south due to flood plain limitations and the scale and sensitivity of the local landscape. Land to the north is elevated and exposed and not appropriate for development in the context of the wider rural landscape. Limited expansion to the east and west, would displace open space buffer and could lead to a sense of coalescence between the new settlement and Smallfield or Blindley Heath.

Overall the study area has a Low potential for development on a new settlement.
Lingfield

Landscape and Visual Assessment for a Potential Garden Village Location
10.1 LANDSCAPE CONTEXT

The study area lies adjacent to the existing village of Lingfield and includes the near-by hamlet of Lingfield Common. The A22 corridor, lies to the west of the study area, with the minor road network linking south to Newchapel, East Grinstead, and Dormansland. To the north there are road links to Blindley Heath and Crowhurst. The village has a railway station, to the east, on the main London to East Grinstead line. The local landscape is served by an extensive public footpath network, particularly dense between Lingfield and Lingfield Common. There are no recognised trails or National routes.

The High Weald AONB, which is elevated and heavily wooded in character, lies to the south-west of the study area, beyond Dormansland. The landscape north of the High Weald is generally low lying with the notable exception of the outlier of high ground to the north of the High Weald on which Lingfield has developed. The village is surrounded, on three sides, by the flood plains of the Ray and Eden Brooks, with marginally higher ground being limited to the south-west of the village. The flood plains converge to the north-east of the village and flow eastwards towards Edenbridge. There is little local variation in topography across the floodplains, with the exception of Margaret’s Hill to the east of Lingfield.
The local landscape is characterised by extensive areas of floodplain which comprise a largely pastoral landscape of medium and small scale fields, with a limited hedgerow network and an open outlook. Outside the floodplains the landscape is generally comprised of medium scale, mixed agricultural land contained by hedgerows with hedgerow trees with a semi-enclosed outlook. Woodland is limited to the higher ground to the south and east beyond Margaret’s Hill.

Settlement across the area is focused on Lingfield and Dormansland with some limited ribbon development along Crowhurst Road and Newchapel Road; individual farmsteads are generally located outside the floodplain. A number of schools and institutions bridge the gap between Lingfield and Dormansland lying south of the Eden Brook floodplain.
Figure 3: Landscape Analysis Plan

KEY
- Indicative Study Area
- Settlement
- Conservation Area
- EA Flood Zone 2
- EA Flood Zone 3
- Watercourse
- Woodland
- Ancient Woodland
- Road
- Railway
- Public Right of Way
- Listed Building
- Common Land
- Site of Special Scientific Interest
- Site of Nature Conservation Interest

Lingfield Concept Area - Landscape Structure Plan.

Site of Special Scientific Interest
Ancient Woodland
Road
Listed Building
Common Land
Filtered Settlement Edge
Containment
Site of Nature Conservation Interest
Prominent Slope
Topography Ridge.
Historic parks and gardens
Area of Outstanding Natural Beauty
Area of Great Landscape Value
Prominent Valley
Railway

1:25,000 at A4 - kilometers:
0 0.5 1

north
10.2 SITE LANDSCAPE

Lingfield is a compact settlement perched above the Eden Brook floodplain. The village is centred on two clusters of listed buildings, which include 16th and 18th century buildings and a Grade 1 listed medieval church. A conservation area covers the centre of the village and extends to the south-eastern limits close to the railway station. The village has good bus and rail services and a good level of local facilities and retail premises. There are local parks and recreation facilities and the Lingfield Park race course, established in 1890, is located to the south of the village along with the Lingfield golf course.

Lingfield Common is dispersed settlement to the north of Lingfield, separated from the village by a series of small pastoral fields and a 26 acre local nature reserve and park. The area is served by an extensive network of public rights of way running between the two settlements.

The land uses in the study area are primarily arable and pastoral agriculture, with small pockets of woodland and some established employment and recreational land uses.

The lack of landscape structure to the floodplains provides a more open aspect to much of the study area. The wider landscape to the south of the Eden Brook is more heavily wooded and has, as a result, a more enclosed character.

The higher ground to the south-west of Lingfield comprises mixed agricultural farmland, which has a landscape structure of mature hedgerows and hedgerow trees. There is little woodland but the hedgerow network gives the landscape a semi-enclosed character, views generally being limited to one or two fields rather than open panoramas.

The landscape to the east of the village is separated from the village by the main railway line which has a limited number of crossing points. The land falls within the Eden Brook floodplain and is a wholly rural, small to medium scale, pastoral landscape. The flood plain extends to the south of the village running through the racecourse and south-west up towards Newchapel. Much of the hedgerow structure has been lost in the fields bordering the southern edge of the village, leaving large scale, elevated and open fields which form the immediate setting to the settlement. Significant tree and scrub planting along the leading edge of the village does however screen residential development from the racecourse and land to the south.
10.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the central area of the study area which lies between and to the west of Lingfield and Lingfield common, as a whole, and informs the location and extent of any potential development within the study area.

Views from the north: The landscape to the north of the Lingfield Common is low lying, with little woodland and hedged boundaries. There are open views across the floodplain towards Lingfield Common from the Crowhurst Road and public footpaths near Sugham Farm. Views from Ray Lane include open views across the study area. There is no intervisibility with Blindley Heath.

Views from the east: The eastern edge of Lingfield is screened from view by the wooded corridor associated with the London-East Grinstead railway line that passes to the east of the village. St Piers Road and the footpath network, to the east of the village, have views across the Eden Brook floodplain and occasional glimpsed views of the settlement.

Views from the south: There are glimpses of settlement from Felcourt Road and Racecourse Road on the approaches to the village and from the racecourse to the south-east. There are no public footpaths in close proximity to the south of the village.

Views from the west: Small areas of woodland and mature hedgerows to the west of Lingfield block views east towards the village from the Eastbourne Road and Newchapel Road the intervening landscape is however more open to view. Footpaths within the landscape to the west of the village have limited views of fields immediate to the footpath network.

Views from within the study area: The fields between Lingfield and Lingfield Common are accessible from a large number of public footpaths. The landscape and the adjacent park and nature reserve provide a rural setting to both areas of settlement which are open to view and overlooked by the public footpaths. The public footpaths, country park and nature reserve are heavily used by the local communities.
Figure 4: Visual Analysis Plan

- Views across Ray Brook floodplain from the public footpath.
- Heath and woodland screen.
- Elevated slopes open to views from the South.
- Open views across Eden Brook floodplain.

KEY
- Indicative Study Area
- Woodland containment
- No Views
- Views

Scale at A4 (Page size A3): 1:25,000
Date: August 2016

CLIENT: Tandridge District Council
PROJECT: Lingfield
TITLE: Visual Analysis Plan

HDA 4
North

Lingfield Concept Area - Visual Analysis Plan.
Figure 5: Photolocation Plan

KEY

1. Photolocations

Photos begin on the following page
Photograph 1: View south from Ray Lane.

Photograph 2: View south from Crowhurst Road.

Photograph 3: View into Country Park north-west of Lingfield.
Photograph 4: View south across fields between Lingfield and Lingfield Common.

Photograph 5: View west from public footpath adjacent to Pond Farm.
Photograph 6: View west across study area.

Photograph 7: View east from A22 Eastbourne Road.

Photograph 8: View east along Newchapel Road.
Photograph 9: View north towards Lingfield on the East Grinstead Road.

Photograph 10: View west towards the railway corridor from St Pier's Lane.
Figure 6: Constraints and Opportunities

Lingfield.

A. Landscape
1. Contained to North, East and South by floodplain.
2. Open and exposed to the South of the village.
3. Dense footpath network between Lingfield Common and Lingfield.
5. Village set on high ground.
6. Contained by racecourse to South.
7. No clear definition to site or visual envelope.
8. Contained to the west by a woodland.
9. Views across the floodplain from the network of footpaths.

B. Settlement
1. Settlements.
2. Central area of countryside between Lingfield and Lingfield Common has high valued open space, heavily used and contains Country Park and Nature Reserve.

C. Access
1. Main road corridor A22.
2. Railway station to the east of the town.
10.4 CONSTRAINTS AND OPPORTUNITIES FOR DEVELOPMENT

Constraints to development
Lingfield is encircled by floodplain to the north, east and south. These landscapes are generally open in character and highly constrained by potential flooding such that they are unsuitable for new development. Land to the west offers the only potential direction for growth, although development to the west would lead to a sprawling settlement pattern unrelated to the existing village centre.

The central area of small pastoral fields which sit between Lingfield and Lingfield Common have a dense and well used public footpath network that afford a high degree of landscape and visual amenity to the area. This would be significantly affected or lost by development in the central area. Loss of amenity and the potential loss of openness of the area are significant constraints to development in this area.

The landscape character of land to the west is more suited to accepting development, given a well-developed landscape structure area. However the landscape is a relatively uniform parcel of agricultural land where there are no obvious or significant features on which to base new and robust settlement boundaries.

Lingfield is not located on the primary road network. The local road network comprises narrow rural lanes, and minor roads, the B2028 Ray Lane linking north-west to the A22.

Future expansion of the settlement would be constrained and limited by the landscapes to the east, north and south, which are not suitable for development. Expansion to the west could, over time, extend to the A22 corridor and the potential coalescence with Blindley Heath and Newchapel.

Opportunities for development
The landscape within the study area is undesignated landscape. Lingfield is well contained in the wider landscape, to the east by the wooded railway corridor and to the west by the established hedgerow network. The village and the central study area is relatively distant from the High Weald AONB, new development would not affect its setting.

Lingfield provides a well-defined village centre with a good level of services and retail and employment premises and it also has a main line railway station. Whilst the village has many listed buildings and a conservation area the surrounding countryside is relatively unconstrained by heritage features. With the exception of the local nature reserve adjacent to the village there are few ecological constraints and few areas of Ancient woodland within the study area.
The existing village is well related to its location out of the floodplain; it is a compact settlement with good facilities and access to a main line railway station. However, major constraints to development would militate against a large extension to the village. Flood plain constraints would prevent the development to the north and east of the village. To the south the immediate landscape is exposed and elevated and presents an open rural setting to the village, further south floodplain constraints apply. Development centrally, between Lingfield and Lingfield Heath, would lead to a loss of landscape and visual amenity and openness.

Expansion to the west of Lingfield is the only potential option for further development. However, such development, on the scale envisaged, would result in a sprawling settlement pattern with the majority of new residential land distanced from the existing village centre and services. Development west of Lingfield would be located in a landscape which does not offer any significant landscape features around which a new robust settlement edge could be developed.

Overall the study area has a Low potential for the development of an extension to the village.
Hobbs Industrial Estate

Landscape and Visual Assessment for a Potential Garden Village Location
11.1 LANDSCAPE CONTEXT

The study area lies north of the existing villages of Domewood, Furnace Wood and Felbridge and west of Newchapel. The study area is centred on the Hobbs Industrial Estate which is accessed of the A22 corridor. The Industrial Estate lies midway between Blindley Heath and Felbridge and provides a substantial employment hub in the district.

The most accessible railway station is located at Lingfield 4km to the east. The study area is served by the A22 to the east and the B2028 to the north. Stubpond Lane is an unmade road through the centre of the area which links south to Mill Lane. In addition to the surrounding villages land uses within the study area include a mobile home park on West Park Road, established equine facilities at the Churchill Stud and the London Centre for the Church of the Latter Day Saints at Newchapel. The local landscape is served by a limited public footpath network, which includes the Tandridge Border Path.

The study area sits within a strongly undulating landscape with high ground peaking in Chartham Wood to the north-east of Felbridge. An elevated and heavily wooded mosaic of settlement and pasture lies immediately south of the study area, the woodland containing views south beyond Felbridge and Furnace Wood. There is high ground within the study area, forming a marked...
ridge running from Domewood north-east across the Industrial Estate to Newchapel. The variation in topography becomes less noticeable north of West Park Road.

The industrial and commercial land at Hobbs Industrial Estate is bordered, to the south, by a wetland corridor that has been modified by previous mineral working and is now largely a restored landscape of woodland and lakes. To the north and west of the Industrial Estate the landscape is largely agricultural interspersed with large blocks of woodland. Two dirt race tracks have been constructed east and west of the Industrial Estate. A small-scale pastoral landscape lies to the north of West Park Road, enclosed by a well-defined treed and hedged landscape structure which has an enclosed aspect. To the north-east an area of common land abuts the road extending north as Frogit Heath.

The Hobbs Industrial Estate lies centrally to the study area, the development is focused on the site of a previous mineral working. The site is visually well-contained from the A22 corridor and includes hedgerows and an area of Ancient Woodland. There are large and medium sized employment uses and controlled access to the site. A number of plots/fields lie undeveloped within the site.
11.2 SITE LANDSCAPE

The main ridge and higher ground that runs through the study area is an undesignated landscape although it lies adjacent to Hedgecourt Lake a SSSI. Hedgecourt is the most important wetland site remaining in south-east Surrey. Situated in the upper Eden Brook Valley, Hedgecourt Lake itself is an ancient mill pond resulting from the damming of the river. The lake together with wet and dry woodland form an important wildlife resource susceptible to pollution and uncontrolled recreation. The lake is the largest semi-natural open water body in eastern Surrey. There is some angling and boating activity but the site supports a wide variety of breeding birds, flora and fauna, due to the wide variety and undisturbed nature of its habitats.

The central study area is generally medium to large scale fields in pasture or arable production. Stubpond Lane which runs north-south through the study area is lined with mature trees and hedgerows and forms a substantial landscape feature lining woodlands to the north and the wetland corridor to the south. A number of substantially treed hedgerows bordering the fields to the west of the lane of Stubpond Lane create an enclosed landscape. The landscape to the east of the lane has a less well-developed hedgerow structure and a more open aspect.

The fields in pasture adjacent to West Park Road form part of the Churchill Stud contained by a woodland belt to the south. The mobile home park to the west of the stud is enclosed by treed and hedged boundaries. To the west the study area, Bakers Wood, a large Ancient Woodland, sits between Domewood and the central study area. Bakers Wood and Homewood, to the north, give the area a wooded character and preclude views from the west and north-west.

The Hobbs Industrial Estate is largely contained and includes areas of grassland and a small copse of Ancient Woodland together with low rise employment units and open storage areas. Other land uses include the Church of the Latter Day Saints, restaurants on the A22 and two dirt racing tracks which have been constructed in fields to the north and west of the Industrial Estate.

The land uses in the wider area are predominantly residential to the south of the Hedgecourt Lake where local services, schools and retail and employment premises are present in Felbridge. The study area is close to the A22 corridor but rail services are located in Lingfield, 4.5km from the site. There are substantial areas of woodland to the east of the study area and pastoral and arable agriculture to the north. The footpath network across the study area is limited but the Tandridge Border Path runs between the study area and Hedgecourt Lake.
11.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the central area of the study area as described above. The assessment considers the area as a whole, and informs the location and extent of any potential development within the study area.

Views from the north: The landscape to the north of the study area is small-scale and hedged which contains the majority of views from the wider landscape to the north. West Park Road is tree-lined and has a well-developed understorey such that there are few views south into the study area. Homewood screens most views from the north-west.

Views from the east: There are views along the A22 corridor of access points into the Hobbs Industrial Estate, however most views west from the road are screened by roadside vegetation. There are no views into the study area from the high ground to the south-east at Chartham Wood.

Views from the south: There are a significant number of residential dwellings facing the study area south of Hedgecourt Lake, which in winter months are likely to have views towards and across the study area. Felcot Farm on the northern edge of Furnace Wood is open to view from high ground within the study area. The Tandridge Border path runs along the southern edge of the study area. The path affords views across Hedgecourt Lake and the south facing slopes of the high ground in the study area. Views reduce as the path runs south onto Mill Lane there are likely to be views of the study area in winter from the path south of the lake.

Views from the west: Public footpaths which run through Bakers Wood and further west do not have views into the central area. Residential areas in Domewood are largely screened by low lying woodland near Hedgecourt Lake or Bakers Wood.

Views from within the study area: views from the limited footpath network are localised and restricted by tree lines and hedgerows. The study area can be glimpsed from Stubpond Lane and to the footpath south of the Industrial Estate. More open views of the western quarter of the study area can seen from the public footpaths running north from the A22.
Figure 4: Visual Analysis Plan

- Wooded horizon to the South.
- Views from Tandridge Border path.
- Views North from the lake.
- Wooded edge to Domewood and Felbridge.
- Woodland to the West.
- Long views to the South.
- Woodland containment.
Figure 5: Photolocation Plan

KEY

Photolocations

Photos begin on the following page
Photograph 1: View west along West park Road at junction with East Park Lane.

Photograph 2: View west along West Park Road, west of Bones Lane junction.

Photograph 3: View south along A22 corridor.
Photograph 4: View west across motor sport field.

Photograph 5: View west into Hobbs Industrial Estate

Photograph 6: View north along A22 corridor.
Photograph 7: View east from Stubpond Lane.

Photograph 8: View west from Stubpond Lane.
Photograph 9: View east from Studpond Lane.

Photograph 10: View west from Stubpond Lane.
Photograph 9 continued.

Photograph 10 continued.
Photograph 11: View south from centre of study area.

Photograph 12: View north from Tandridge Border Path.
Photograph 13: View South across Hedgecourt Lake from Tandridge Border Path.
Figure 6: Constraints and Opportunities

Hobbs Business Park

A. Landscape
1. Prominent open ridge from Domewood to Laylands Farm; exposed south facing slopes.
2. Sensitive wetland and SSSI corridor including Hedgecourt Lake.
3. Wooded landscapes to south and west.
4. A22 corridor wooded and contains views to east.
5. Long views South across wooded settlements of Domeswood, Furnace Wood and Felbridge.
6. Flood zone to the south.
7. Extensive ancient woodland to west; Bakers Wood.
8. Tandridge Border Path to south and through site.

B. Settlement.
1. Settlements
2. Existing employment hub.

C. Access.
1. Potential footpath cycle links to Felbridge via Stubpond Lane.
2. Footpath links along wetland corridor.
11.4 OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

Opportunities for development
The southern half of the study area is undesignated landscape relatively well-contained in the wider landscape. There is visual separation between Domewood and the site but south facing slopes are visible from residential areas south of Hedgecourt Lake at Furnace Wood and Felbridge.

There are no listed buildings in the central area and sensitive assets such as the London Centre for the Church of the Latter Day Saints are buffered by substantial areas of woodland.

There are firm boundaries available for proposed development; the southern edge could be defined by Hedgecourt Lake and the flood plain, the western boundary by Ancient Woodland and an eastern boundary by the treed A22 corridor. To the north West Park road, the common land and the small scale landscape could provide a firm boundary.

The study area is close to the primary road network and a major settlement at East Grinstead.

Constraints to development
The landscape across the northern part of the study area, north of West Park Road, is a small-scale landscape with a well-developed landscape hedgerow structure which is unsuitable for large scale development or recreational use. Common land abuts West Park Road from Quarry Farm to the A22 junction.

The southern half of the study area is more open, it includes the Hobbs Industrial Estate and a number of other non-agricultural land uses. It is however rural in character and has complex topography. The landscape overlooks Hedgecourt Lake which is a large semi-natural water body unique in respect of wildlife and habitat interest in eastern Surrey. The study area also includes the Tandridge Border Path along the southern edge of the potential development area.

There are significant areas of Ancient Woodland to the west of the study area and a wetland corridor along with its attendant floodplain to the south.

A new settlement would be removed from the rail network and accessed from the B2028. There is however access to the railway station Lingfield, (4km from the Industrial Estate) which has car parking. The Industrial Estate is unlikely to provide existing facilities or infrastructure as a basis for a new village centre, existing facilities at Felbridge would be detached from any new settlement.
11.5 GARDEN VILLAGE AREA ASSESSMENT

The potential garden village location, as defined by the landscape features identified above, does not have sufficient capacity or land to provide a potential new settlement with approximately 69ha of residential land and open space in excess of 66ha. There are significant constraints on the landscape, most notably Hedgecourt Lake SSSI, the Ancient Woodland to the west and the Tandridge Border Path (which currently has a rural character and outlook). The allotment of land outside the central area for open space or further development is highly constrained and would be unrelated to the main development area.

There is a lack of infrastructure, and rail access is limited. The link to existing facilities at Felbridge and East Grinstead would be via West Park Road and the A22. Vehicular access through the centre of the site would be incompatible with rural and undisturbed character of the Hedgecourt Lake complex. Overall, the study area has Low potential as a new settlement.
Copthorne

Landscape and Visual Assessment for a Potential Garden Village Location.
12.1 LANDSCAPE CONTEXT

The study area lies adjacent to the existing village of Copthorne, located in Mid Sussex District and encompasses the hamlets of Keepers Corner, Shipley Bridge and Burstow. The M23 corridor, between junction 9 and 10, lies to the west of the study area as does the nearest railway station at Three Bridges. The A264, which runs south of Copthorne provides access to the M23 at junction 10. Within the study area there are narrow lanes linking south to Copthorne village and west towards and Crawley and Gatwick airport. The rural road network extends north to Smallfield and east to Furnace Wood and Felbridge. The local landscape is served by a good public footpath network, which includes the Tandridge Border Path which runs through the centre of the study area.

The High Weald AONB, which is elevated and heavily wooded in character, lies south of the study area. The landscape broadly slopes north and west gently falling from the High Weald, through Copthorne, to low lying ground around Shipley Bridge and Burstow. There is little local variation in topography within the study area and its immediate surroundings, containment largely being provided by the hedgerow and woodland structure.

The local landscape is characterised by a central
area of large scale mixed agricultural fields, with a limited hedgerow network and an open outlook. To the east the landscape is substantially more enclosed and comprises small-scale fields contained by a regular and well developed hedgerow and woodland structure. The western margins of the study area comprise a wooded pastoral mosaic, which provides a substantial woodland buffer to the M23 corridor to the west. To the west of the M23 the landscape is to a great extent affected by Gatwick airport and its associated infrastructure.

Copthorne is a large village on the southern border of the study area, its relatively dense and compact form contrasts with the more dispersed low density settlements of Domewood and Furnace Wood to the east of the study area. To the north there are scattered farmsteads and hamlets within the wider landscape.
12.2 SITE LANDSCAPE

The topography of the study area is uniform with little local variation, there is a gentle fall, south to north across the area, leading to low lying areas of flood plain, around Burstow and Shipley Bridge. The local topography provides no discernible landscape features which could form the basis of new settlement boundaries for future development, or provide physical separation to settlements around the study area.

The land uses in the study area are primarily arable and pastoral agriculture, with pockets of woodland, a number of outlying hamlets and some established employment and recreational land uses.

Significant blocks of woodland, including some Ancient Woodland, border the area to the south-west, west and north-west. These woods provide a significant buffer to the M23 and afford the study area a high degree of containment to the west. The woods are generally associated with pastoral fields of a medium scale and a well-developed hedgerow structure. There are also a number of small employment and recreational land uses in the area along Antlands Lane and Shipley Bridge Lane.

Land to the east of the study area, beyond Copthorne Bank, is mainly small scale rectilinear fields, in pasture, which are enclosed by mature hedgerows and woodland. The well-developed landscape structure of this eastern area substantially screens and separates the study area from the wider landscapes to the east. The eastern and western character areas do not have a high level of landscape capacity for development given their scale and landscape structure. However the containment afforded by these character areas could form the basis of new settlement boundaries north of Copthorne.

The fields through the centre of the study area are generally rectilinear and medium to large in scale, the field pattern being defined by a limited hedgerow network with some hedgerow trees. The area is well contained from the wider landscape by the adjoining landscape character areas but lacks an internal landscape structure. The landscape has an open aspect which extends north of Antlands Lane towards Redeham Hall. A number of public footpaths run through the central area including the Tandridge Border Path.

There are moated and listed buildings at Burstow and individual listed buildings close to Allingham Farm and Stonelands Farm to the east and south of the study area respectively.
12.3 VISUAL BASELINE

The visual baseline assessment primarily considers the existing visibility of the central area of the study area which lies between Burstow and the northern edge of Copthorne, as a whole, and informs the location and extent of any potential development within the study area.

**Views from the north:** The landscape to the north of the site is low lying, with some woodland and hedged boundaries. There are open views north and south from Antlands Lane and from the footpath network north of the road. There is intervisibility between Keepers Corner and the central fields south of Antlands Lane.

**Views from the east:** The central fields, within the study area, are well contained to the east by the wooded and well hedged landscape which sits between the study area and Domewood and Copthorne Common. There is intervisibility with the fields around and south of Newhouse Farm from Copthorne Bank and from housing along the road.

**Views from the south:** Copthorne village abuts the southern edge of the study area and has a number of open views across the landscape to the north. Views are generally of the open large scale landscape extending north-eastwards towards Antlands Lane and Keepers Corner.

Views from the north-west corner of the village are more contained by woodland and a more extensive hedgerow structure.

**Views from the west:** Woodland and mature hedgerows along Shipley Bridge Lane block views east towards the central study area. Hedgerows and woodland contain a high percentage of evergreen shrubs and coniferous trees which would contain views in the winter months. There are filtered views towards the M23 corridor. Public footpaths run east from Shipley Bridge Lane into the western pastoral fields and run south into Copthorne village. The footpaths have open views towards the central study area.

**Views from within the study area:** There are three footpaths, running from north to south, which cross the central fields within the study area. Views from public footpaths, to the east (the Tandridge Border Path) and the centre are open and extensive and would include much of the potential development area. The footpaths to the west and the centre provide access from Copthorne into the adjacent countryside. The Tandridge Border Path skirts the eastern edge of Copthorne before turning north and east towards Domewood.
Figure 4: Visual Analysis Plan

KEY
- Indicative Study Area
- Woodland containment
- No Views
- Views
- Open edges
Figure 5: Photolocation Plan

KEY

1. Photolocations

Photos begin on the following page
Photograph 1: View north of Antlands Lane

Photograph 2: View south of Antlands Land.

Photograph 3: View north across study area from the Tandridge Border Path.
Photograph 4: View west across study area from Copthorne Bank.

Photograph 5: View of Copthorne Village from Copthorne Bank.

Photograph 6: View from public footpath across central study area.
Photograph 7: View west across study area from the public footpath.

Photograph 8: View north along Shipley Bridge Lane.
Figure 6: Constraints and Opportunities

A. Landscape

1. High ground and wooded weald to south-east provides containment to south-east.
2. Wooded landscape between M23 corridor and Shipley Bridge Lane provides containment to West.
3. Ancient woodland within potential development area.
4. Open landscape to north and north-east.
5. Flood plain to north of Antlands Lane.
7. Open exposed landscape within potential development area to east of Newhouse Farm.
8. Tandridge Border Path runs through the potential development area.
9. Network of footpaths run through and nearby to the concept area.

B. Settlement

1. Settlements
2. Limited vehicular permeability to existing settlement.

C. Access

1. Access to main roads through Copthorne (A264 and M23).
12.4 OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

**Opportunities for development**

There are no landscape designations within the study area. The large scale fields, that extend through the central section of the study area, lack a strong landscape framework but are well contained, in the wider landscape, to the east and west by woodland and an established hedgerow network. A potential extension area, to Copthorne, based on the large scale fields within the study area, would provide a residential development area of circa 69ha. The development would have a common edge with Copthorne village with footpath links to some of the village facilities and recreational areas.

There are few listed buildings within the study area and limited areas of Ancient Woodland which are located to the margins of the area. A number of small employment and recreational land uses are located close by, to the western and northern margins of the site.

**Constraints to development**

There are a limited number of well-defined landscape features to the north of the study area that could provide a robust settlement boundary. An extension of circa 145ha would necessitate including land north of Antlands Lane. Land either side of Antlands Lane is open to view and exposed in the wider landscape and would be inappropriate for residential development. Open space land uses could reduce landscape and visual impacts.

The study area is not well served by transport infrastructure. The study area and Copthorne does not have a railway station and access to the railway station at Three Bridges, to the south-west of the study area would be via rural country lanes some 5-6km from the centre of the study area.

The local road network comprises the B2037, Antlands Lane and a number of narrow rural lanes. Access to the primary road network, the A264 and M23, would be via Copthorne village utilising the existing village road network, which is generally narrow and residential in character. There are no direct vehicular points of access that would link the potential extension area to the village, limiting permeability and accessibility to existing facilities. The potential residential area abuts Copthorne Bank to the east and Antlands Lane to the north. One or both roads would need to provide the main vehicular access to the extension area, both detached from the existing village centre.

Future expansion of the settlement would be constrained and limited by the landscapes to the east and west, which are not suitable for significant residential development and to the north by flood plain around Burstow and Shipley Bridge. Displacement of open space land uses to the north of Antlands Lane would lead to a sprawling settlement pattern.
12.5 GARDEN VILLAGE AREA ASSESSMENT

The potential garden village location identified on figure 7 could provide a potential extension area with approximately 69ha of residential land. However, the disposition of the required public open space (POS) would be unsuitable, substantially detached from the main development area. New development would be prominent from Antlands Lane, Keepers Corner and the footpath network around Burstow. The Tandridge Border Path and two other rural footpaths would be subsumed into the urban area.

Access to road and rail would be a significant constraint to the site and would focus new traffic on the existing road network in Copthorne to gain access to the primary road network and railway station at Three Bridges. There would be limited permeability with the existing settlement for the provision and sharing of new and existing facilities.

The rural setting of Keepers Corner and Burstow would be substantially affected by the potential development area and open space provision. Future expansion of the urban extension would be inappropriate in the surrounding landscape character areas to the east and west. Expansion north would be limited by the flood plain around Burstow and Shipley Bridge. Overall, the potential for an extension to Copthorne at the scale envisaged is Low.
### 13.0 GLOSSARY OF TERMS

#### DESIGNATIONS

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
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<tbody>
<tr>
<td>Area of Outstanding Natural Beauty</td>
<td>An area of countryside in England, Wales and Northern Ireland designated by a government agency as having natural features of exceptional beauty and therefore given a protected status.</td>
</tr>
<tr>
<td>Conservation Area:</td>
<td>Most conservation areas are designated by the local planning authority for their special architectural and historic interest.</td>
</tr>
<tr>
<td>Local Nature Reserves:</td>
<td>Local Nature Reserve (LNR) is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. Sites must be of importance for wildlife, geology, education or public enjoyment.</td>
</tr>
<tr>
<td>Scheduled Monument:</td>
<td>A scheduled monument is a nationally important archaeological site or historic building which is legally protected against unauthorised change.</td>
</tr>
<tr>
<td>SSSIs:</td>
<td>Site of Special Scientific Interest (SSSIs) are protected by UK law to conserve wildlife or geology. SSSIs are designated by Natural England, Scottish Natural Heritage, Countryside Council for Wales, or DoENI.</td>
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#### DESCRIPTIVE TERMS

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
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<tbody>
<tr>
<td>Contained:</td>
<td>A contained site is one where views in and out are prevented by landform, settlement or vegetation.</td>
</tr>
<tr>
<td>Hard/ filtered/ soft settlement edge:</td>
<td>A description of whether the interface between settlement and the wider countryside is screened by vegetation and to what extent.</td>
</tr>
<tr>
<td>Oblique view</td>
<td>A slanting view which is not parallel nor at right-angles</td>
</tr>
<tr>
<td>Outgrown hedgerow:</td>
<td>An unmanaged former hedgerow with hedgerow species which have been allowed to establish into small trees and now resembles a close tree line.</td>
</tr>
<tr>
<td>Riparian</td>
<td>A description of habitats associated with rivers, streams and lakes.</td>
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#### TECHNICAL TERMS

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<tr>
<th>Term</th>
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<tbody>
<tr>
<td>AOD</td>
<td>Above Ordnance Datum. An ordnance datum or OD is a vertical datum used by an ordnance survey as the basis for deriving altitudes on maps. Usually mean sea level is used for the datum.</td>
</tr>
</tbody>
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