

Land between
Canons Lane and Doric Drive, Kingswood

Public Consultation

Introduction

Welcome to our public consultation event to set out our plans to develop the site Land Between Canons Lane and Doric Drive, Kingswood for up to 130 new homes.

We want to ensure that local communities have their voices heard in the evolution of our proposals. In the coming weeks we intend to submit a planning application to Reigate and Banstead Borough Council for outline planning permission to establish the acceptability of the principle of development.

A framework plan will show illustratively how the layout could evolve.
We welcome your comments on this plan.

MEET THE TEAM

Pegasus Group is a national leading development consultancy. We are the planning consultant for the project, as well as providing design, transport, landscape, infrastructure and heritage advice.

Lightwood is a residential planning promoter and development consultancy. If planning permission is granted by the Council, the site will be sold to a housing developer who would submit a 'reserved matters' application for their own designs within the parameters of the permission.

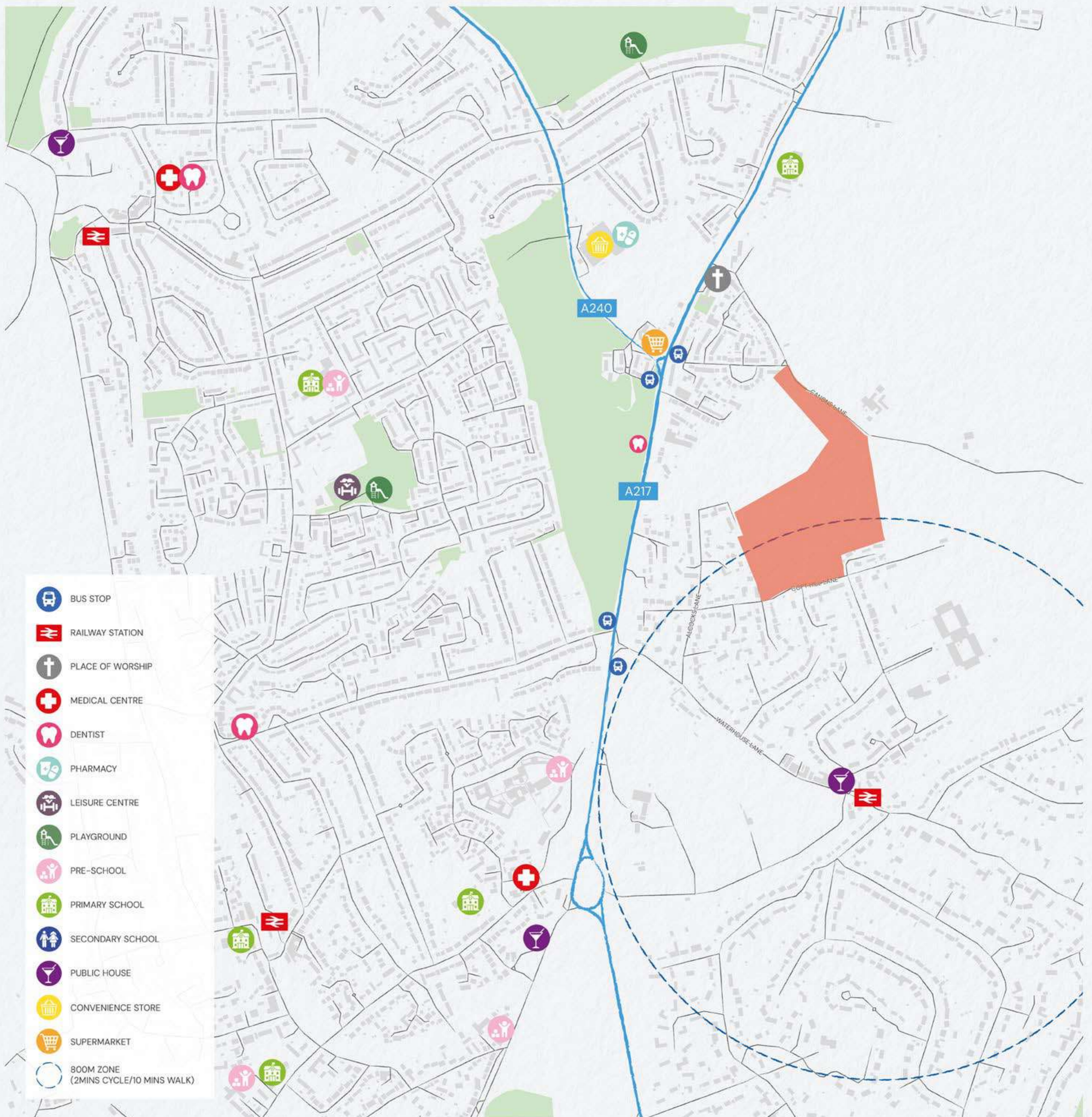
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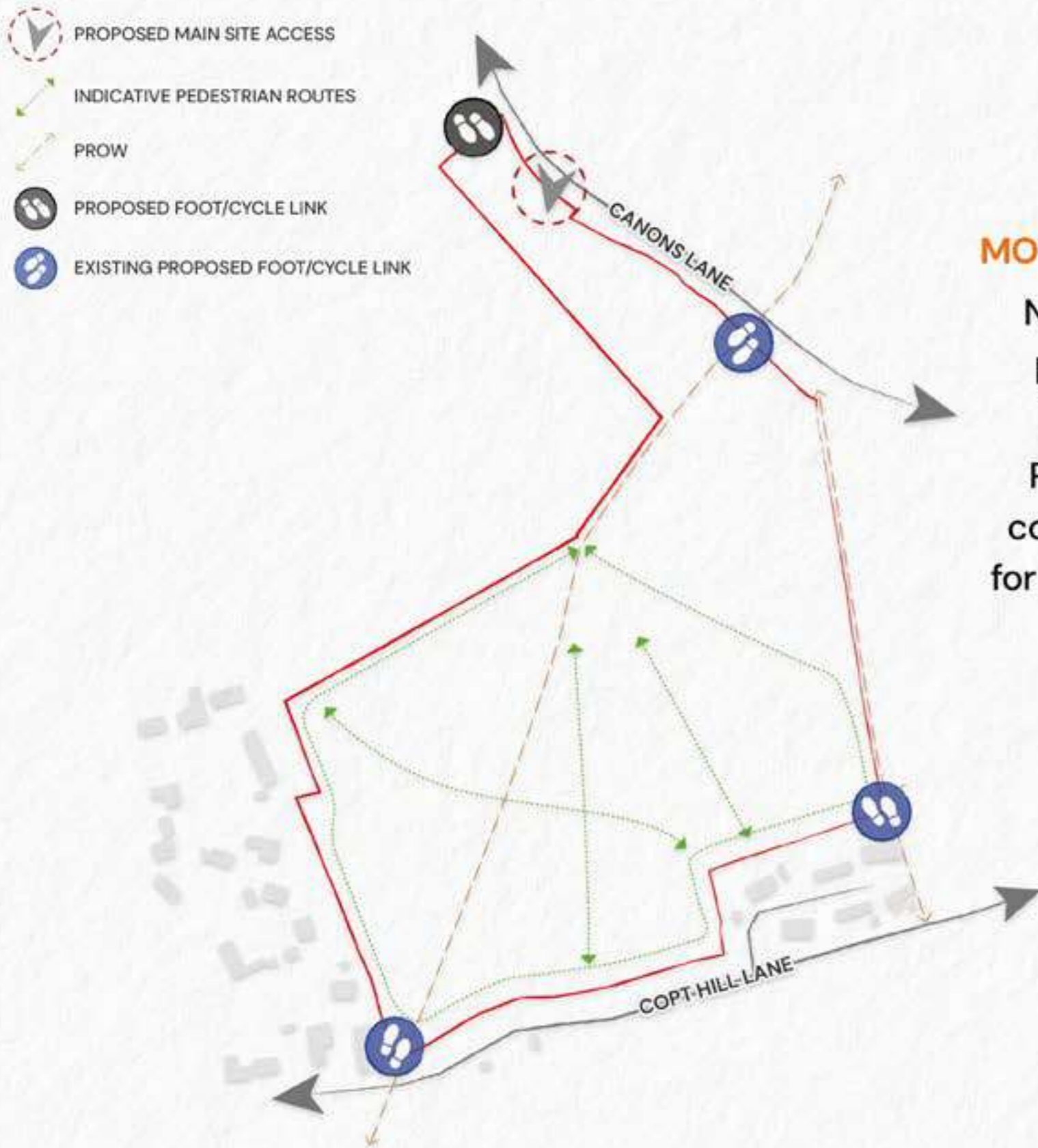
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Public Consultation Site Location & the Local Area

The Site consists of c. 13.09 ha of flat, arable agricultural land in private ownership, just north of the settlement of Kingswood, and south of Burgh Heath. The Site comprises 2 parcels of land, roughly rectangular in shape with field boundaries defined by hedgerows and residential curtilages to the south, west and northwest of the Site. The wider Site is further bounded to the west by the A217 public highway.



Public Consultation Design



MOVEMENT & SUSTAINABILITY

New connections into the site will strengthen integration with the existing community. The primary vehicular access is proposed via Canons Lane, complemented by a new pedestrian link from Ballards Green. Existing routes will also be improved.

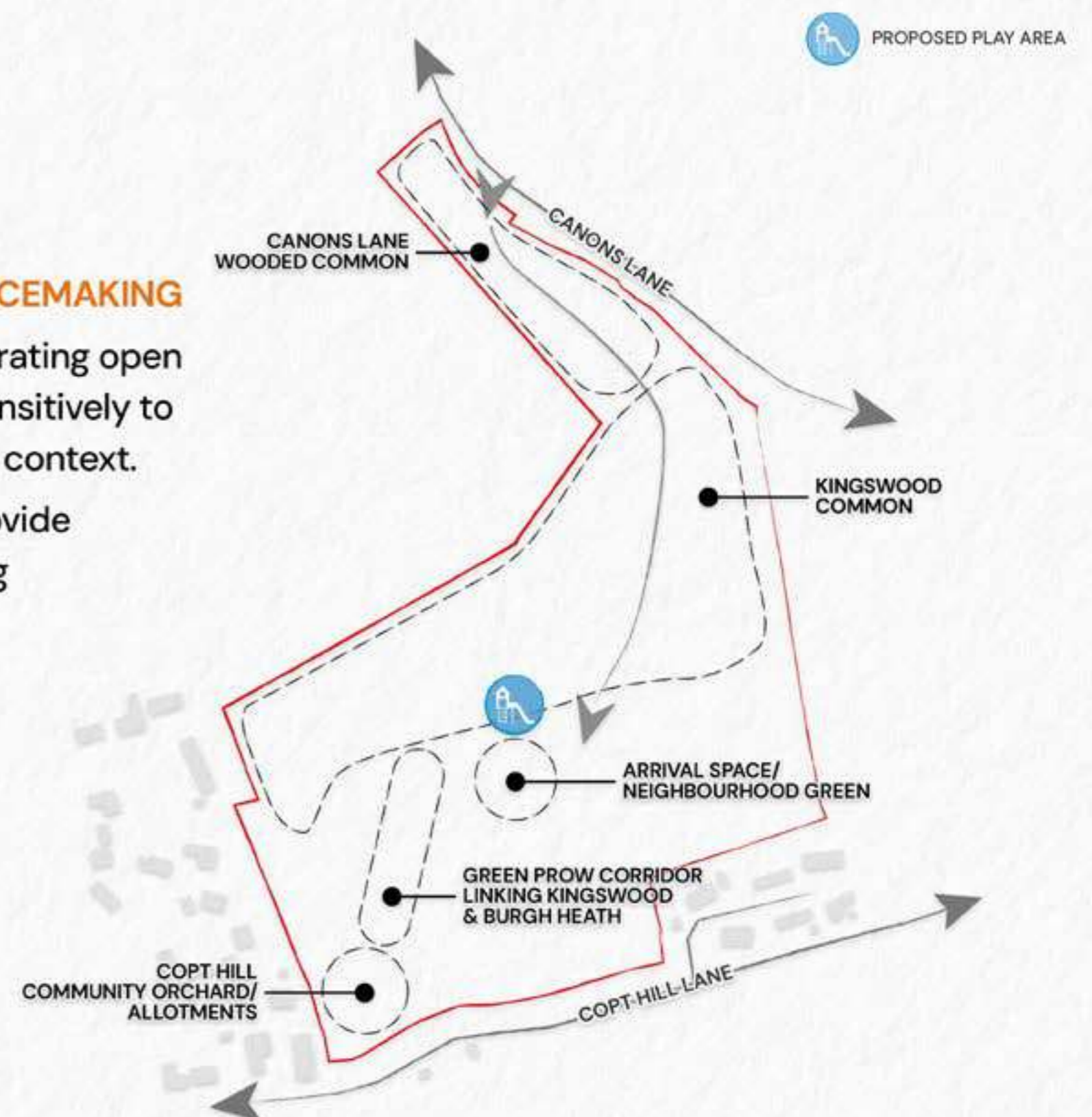
People-friendly routes within the scheme create strong opportunities for residential and community connectivity. Enhancing these routes with tree-lined streets, planting, and spaces for doorstep play will anchor the heart of the development and connect people to their homes.

The proposal features a thoughtful arrangement of diverse land uses, integrating open spaces and built areas to promote health and well-being, while responding sensitively to the surrounding context.

The network of multi-functional spaces integrated within the scheme will provide opportunities for well-being. These include play areas, community growing zones, and trim trails. The proposal also establishes a clear hierarchy of streets and spaces, defined by distinctive and recognisable character areas.

A series of intimate spaces will foster a sense of ownership, supporting their long-term use and care. The proposal seamlessly connects green spaces with the adjoining development.

COMMUNITY & PLACEMAKING



GREEN / BLUE INFRASTRUCTURE

Analysis of the site and its surroundings has informed the development form, taking into account existing trees and hedgerows, site topography, the Public Right of Way (PRoW) and adjacent development.

Naturalistic planting will create local green areas that support both residents and the wider community. This approach enables ecology to permeate the site through diverse plant groupings, tree planting, and the expansion of living infrastructure edges.

Nature will be visible and accessible to all—whether integrated within plots, revealed through glimpsed views, or easily reached within a short walk. This proximity naturally fosters a sense of ownership within the community.

Climate change and flood risk are key considerations for the scheme and will be addressed through Sustainable urban drainage system strategies.

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Public Consultation The Proposal



Up to **130 new homes**, of different sizes.



The creation of a **community orchard**.



Installation of a **Locally Equipped Area of Play (LEAP)** for primary age children and **Local Area of Play** for pre-school age children.



Including **45% affordable** housing.



Allotments.



Substantial public open space including a network of recreational footpaths.



Landscaping to include **new tree planting** and **enhancement of existing hedgerows**.



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Public Consultation Housing Delivery

In order to bolster the government's objective to deliver more homes, the updated National Planning Policy Framework provides for development to come forward on 'Grey Belt' sites.

The adopted Local Plan plans for the delivery of at least 6,900 homes between 2012 and 2027, equating to an annual average provision of 460 homes per year. Although the Council undertook reviews of its Local Plan in 2019 and 2024, it decided not to update this figure. The Council predicts that by April 2026, it will only be able to demonstrate a supply of 4.51 years' worth of housing against this figure.

However, the housing target set at the national level through the National Planning Policy Framework December 2024 update (under 'the standard method'), imposes a minimum annual housing for the Borough of 1285 dwellings per annum, representing c. 280% of the Core Strategy figure. Using the Council's own housing supply trajectory and the current standard method as the basis for the housing need, the current housing land supply is 1.15 years.

Whilst the Council expect to do their utmost to find the additional land for this, it is likely to be 4+ years until a new Local Plan is adopted, and there will be a need to deliver 5,140 homes within this interim period. Therefore planning applications will need to come forward to bridge this gap.

Grey Belt is land which is located within the established Green Belt, but which is not considered to contribute strongly to its purposes. Typically, these will be edge of settlement locations which are devoid of special landscape characteristics or designations.

For development to be considered appropriate in the Green Belt, applications must demonstrate that the location is sustainable, that specific infrastructure requirements will be met (including the provision of an enhanced quantum of affordable housing and the delivery of good quality public open space), and that there is an unmet need for the development.

Will the homes be for local people?

Will there be family homes? Homes for downsizers?

The scheme will deliver 45% affordable housing, making a significant contribution to local provision.

The mix of housing to be provided will be determined at the reserved matters stage, save for the provision affordable housing. Affordable housing means housing available to those in the local social housing register and could be either social rented, shared ownership or other type of housing.

Given the local market, we would expect the remainder of the homes to be predominantly catered to the family market (e.g. 3, 4 and 5 bed properties), however there may be opportunities for smaller homes.

Public Consultation Landscape

Z1

Canon's Lane Wooded Common

- » A linear wooded common containing pedestrian, cycle and vehicular corridors.
- » A wooded setting between Canon's Lane and the proposed access to maintain the rurality of the movement route between Burgh Heath and Kingswood.
- » Creation of a sense of perceptual separation between settlements for users of the movement route.
- » Corridors flanking the pedestrian/cycle route free of structural planting for the perception of safe usage.



Z2

Kingswood Common

- » An informal natural public open space for communities within Kingswood and Burgh Heath, providing opportunities for recreational walking and cycling routes, with natural play and trim trail along the way.
- » Reflects the existing commons within the North Downs such as northwest of Burgh Heath and at Banstead Heath.
- » Swathes of wildflower grassland, clumps of scrub and canopy trees and woodland copses.
- » Contributes to settlement separation and visual softening of the built development.



Z3

Copt Hill Shaw

- » A locally-characteristic wooded setting to the existing PROW corridor.
- » Create a physical, visual and perceptual containment of built development from the wider landscape to the east.
- » Retained views out from the PROW to the wider landscape to the east.
- » Replicate the wooded skyline within Kingswood.
- » Reintroduce the structure of wooded shaws into the landscape where many have been removed.
- » Link with Canon's Lane Wooded Common, to provide a tranquil rurality along the route between the settlements.



Z4

Copt Hill Community Orchard

- » A communal growing space with a sense of shared ownership which also acts as a pedestrian/cycle gateway feature within the south-west corner of the site.
- » Orchard planting, and community allotments to provide cultivation opportunities and act as a focal point for existing and future residents of Kingswood to share.
- » Creating an inviting, visually interesting setting for users of the PROW footpath
- » Fruiting trees set within wildflower grassland provide structural and seasonal variety.



Z5

Green Corridors

- » Pathways between canopy trees and irregular clumps of understorey shrub planting, reflecting the character of routes within Kingswood.
- » Sporadic visual screening of the proposed built form, reflecting the existing settlement character.
- » Defensive planting adjacent to existing residential boundaries, providing an 'edible edge'.
- » In Zone 5B and adjoining the proposed frontages within 5A, maintaining a more open understorey structure for the movement corridors.
- » Trim trail and natural play along the routes.



Z6

Z6: Wooded Streets

- » Tree-lined routes reflect the character of well wooded street corridors within Kingswood.
- » Opportunities for framed views to existing mature trees along roadways.



Z7

Neighbourhood Green

- » A central, communal space with a sense of shared ownership for a range of activities to attract usage by different groups.
- » Canopy trees frame the northern edge of this space, forming focal points and way markers from the wider development.
- » A village pond as an aesthetic focal point.
- » Potential for views out onto Kingswood Common to the north.



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Public Consultation Highways and Drainage

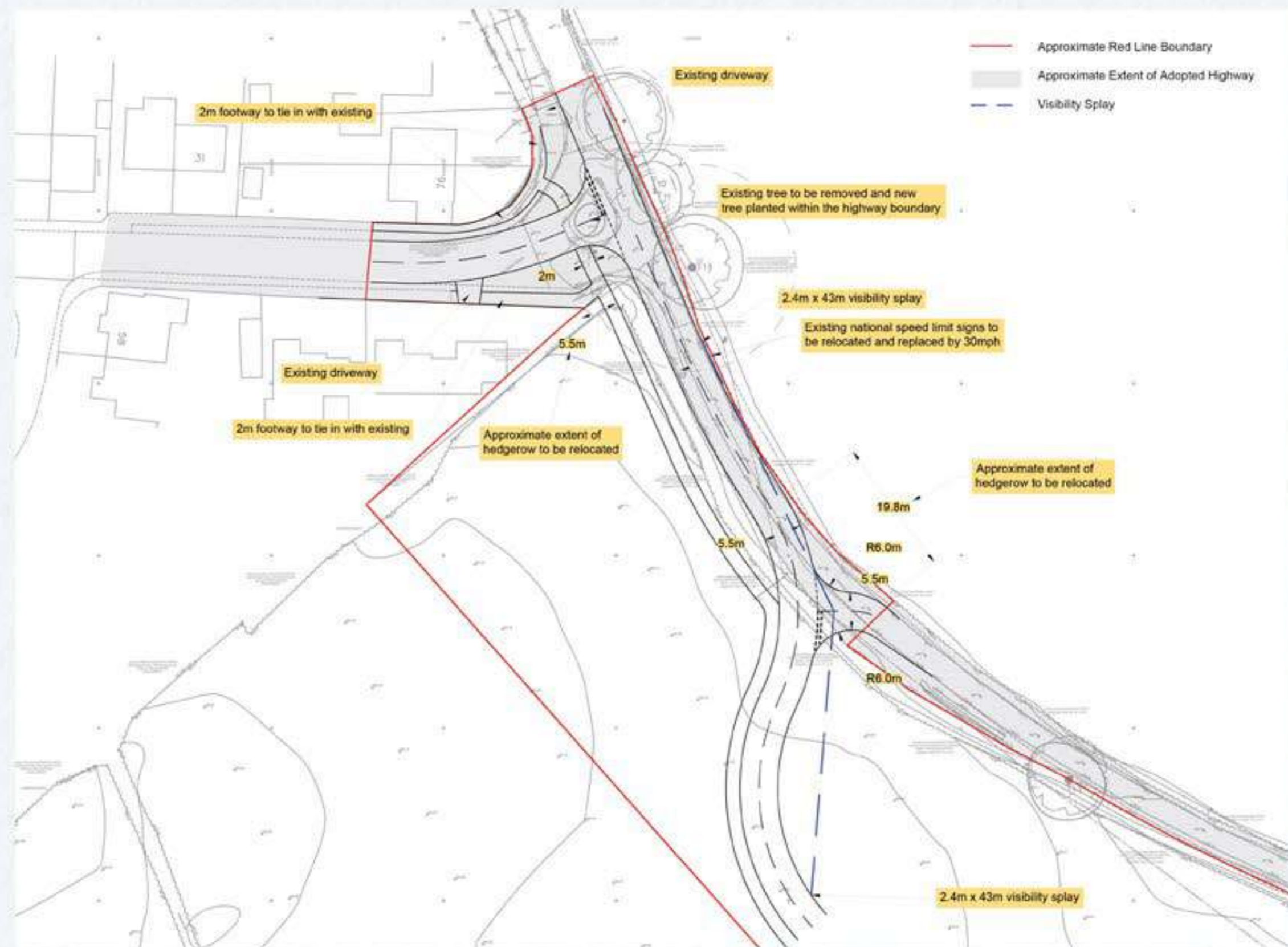


Highways

The vehicular access to Canons Lane will be outlined in detail and assessed as part of the planning application to ensure it is safe and robust from a technical perspective. The highway along the northern part of Canons Lane has been assessed and deemed suitable to serve the site; our technical assessment estimates that there will be an estimated 47 cars per hour leaving the site in peak hours (heading north on Canons Lane) and that this amount of traffic increase can be accommodated.

The layout of the development will be designed to prioritise pedestrians and cyclists and connect into the existing links to surrounding areas via Canons Lane and Copt Hill Road, providing connectivity on foot or cycle to local facilities, including Kingswood train station. The existing public right of way which runs diagonally through the site will be retained.

A Framework Travel Plan will be submitted with the planning application and provide proposals on types of measures that could be implemented to further reduce vehicle-based trips from the development and outline targets to achieve meaningful modal shift in line with the vision we will set out in the Transport Assessment.

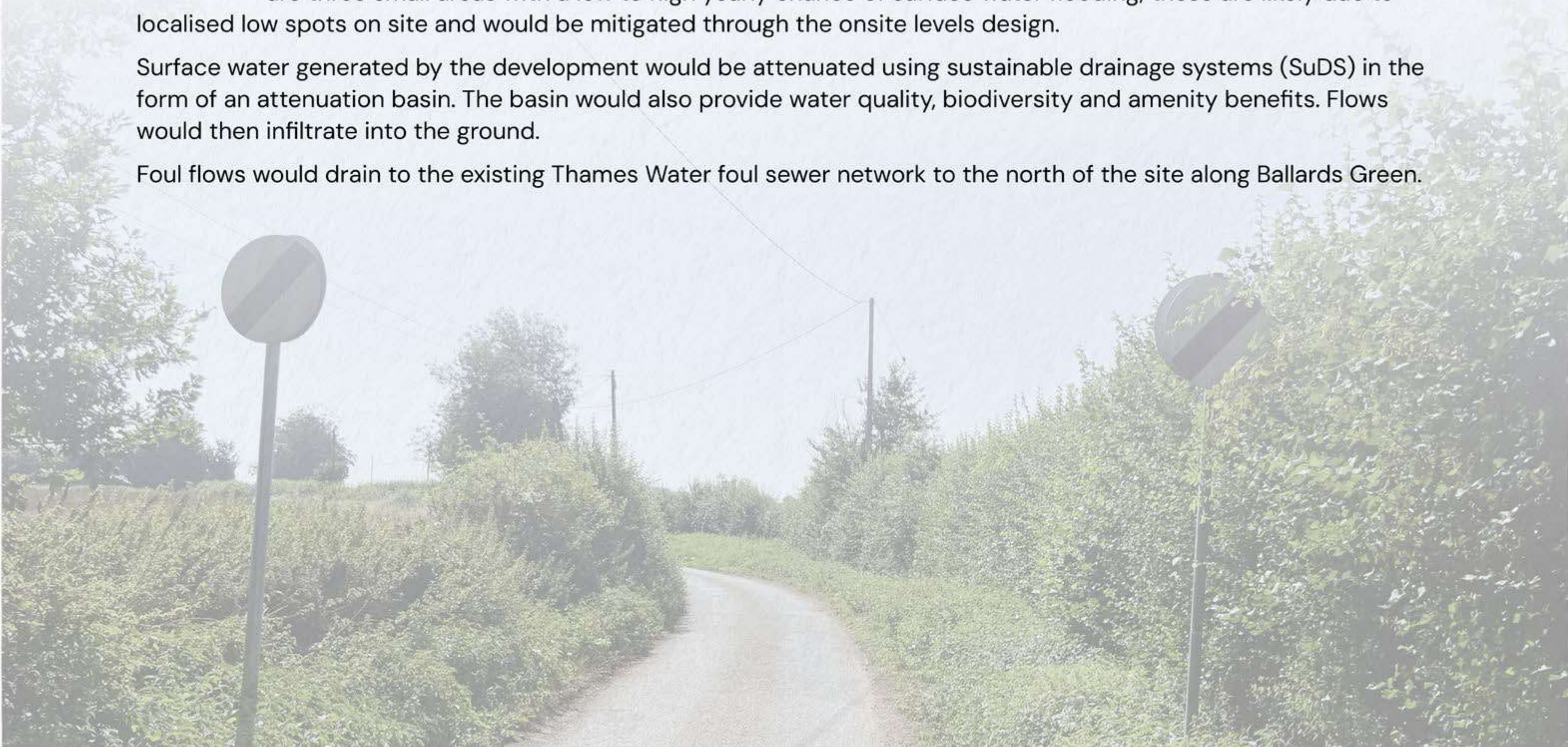


Flooding and Drainage

The site is located entirely within Flood Zone 1 (low probability). The vast majority of the site has a very low yearly chance of surface water flooding, in line with future climate change projections. There are three small areas with a low to high yearly chance of surface water flooding; these are likely due to localised low spots on site and would be mitigated through the onsite levels design.

Surface water generated by the development would be attenuated using sustainable drainage systems (SuDS) in the form of an attenuation basin. The basin would also provide water quality, biodiversity and amenity benefits. Flows would then infiltrate into the ground.

Foul flows would drain to the existing Thames Water foul sewer network to the north of the site along Ballards Green.



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Public Consultation Environment



Trees

Trees provide a wide range of benefits including helping to tackle climate change by absorbing carbon dioxide, reducing pollution, providing vital habitats improving our quality of life, health and wellbeing and providing and creating more aesthetically pleasing environments. Trees are rightly a material consideration within the UK planning system.

A detailed survey of all existing trees at and adjacent to the site has been undertaken and the proposed development has been carefully designed in consultation with an Arboriculturist. All trees of merit can and will be retained within the proposed site layout and particular attention has been given to the retention of trees adjacent to the site boundaries to provide screening and/or soften views of the proposed development from neighbouring residential properties and the adjacent public roads and footpaths.

There are opportunities to improve, diversify and increase the tree population at this site by planting individual and groups of trees as well as the creation of a community orchard. A harmonious relationship between trees, dwellings and people can be achieved and sustained in the long term at this site.



Biodiversity

The site is comprised of predominantly low value habitat for protected species, notably cropland across most of the site. The hedgerows and trees on site are of significance to nature conservation and will be retained and buffered as much as possible. The adjacent woodland, of high ecological value, to the northwest of the site has been well buffered and avoided.

The proposed development offers ecological improvement on the site via a range of planting methods including new hedgerows, trees, an orchard, attenuation basins and rain gardens which will enhance the sites suitability for a range of protected and notable species. Large areas of the site will remain as open green space, providing beneficial opportunities for a range of faunal groups, including bats, nesting and foraging birds, mammals, insects and reptiles. At least 10% Biodiversity Net Gain will be achieved.

A sensitive lighting scheme will ensure that light levels are kept low for any commuting bats and nocturnal animals.



Heritage

There are no designated or non-designated heritage assets within the Site.

Situated to the north of the Site is a grouping of 'Locally Listed Buildings' associated with Canons Farm. The proposed development has been carefully considered in order to provide a suitable set back from the farmstead and sensitive landscaped areas in order to minimise any potential impacts that may arise to the heritage significance of these non-designated heritage assets as a result of a change in 'setting'.

The only designated heritage asset situated within the environs of the Site is Legal and General House, a late 1980s/ early 1990s former office headquarters designed by Arup located c.250m southeast of the Site. On site assessment and a review of the design of both the building and the designed landscape does not indicate that views in the direction of the Site formed part of the design intent of the asset.



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Public Consultation FAQs

Can the local road network cope with the additional traffic?

Yes. Our vision led approach seeks to maximise the potential a development has to enable and prioritise non-vehicle modes of transport and ultimately reduce the impact vehicle trips have on the surrounding network through modal shift. In terms of quantifying the impact the development will have on the road network, our Transport Assessment will look at the current and future operation conditions and assess the impact our development has on top of this.

Will there be enough car parking?

Car parking provision will form part of the reserved matters design, however the overall framework plans have taken account of the need for ample parking (typically 2 spaces per dwelling plus visitor spaces) when determining the overall developable area and density of the proposals.

How much affordable housing will there be? Where will it be located?

The scheme will provide 45% affordable housing, which makes a huge contribution towards the significant unmet local need. The location of the affordable housing is to be considered at the reserved matters stage. Local planning policy requires affordable housing to be aesthetically indistinguishable from market housing and to be 'pepper potted' throughout the site to promote mixed communities.

Will local services be able to accommodate the additional population?

The development will be liable for the Community Infrastructure Levy (CIL) collected by the Local Authority. The site lies within 'Zone 5' of the Charging Schedule within which a rate of £200 per square metre (£296 index linked) applies. We therefore estimate a payment of around £3.85 million which the Council can invest appropriately towards local infrastructure.

Will the development of a green field increase the risk of flooding locally?

No, the risk of flooding would not be increased, as surface water generated by the development would be managed on site. The attenuation basin would be sized to accommodate flows from all rainfall events up to and including the 1 in 100 year plus climate change storm.

Construction Management/access via Canons Lane

The developer is required to assess the potential impact, which is detailed in a Construction Traffic Management Plan (CTMP). The plan will outline expected vehicle volumes, types of vehicles, and potential access arrangements. Immediate construction access shall be through the same location as the proposed development access off Canons Lane with construction traffic routing there from A217 Brighton Road.

Safety and minimising disruption is the primary concern of the developer during the construction phase for both movements on site and local residents and businesses. Safety measures include keeping pedestrians and vehicles apart on site, creating safe site routes, ensuring good visibility for drivers, and providing clear signage and instructions. Access arrangements for local residents and businesses will be considered and, if required, temporary changes or disruptions to access will be communicated in advance. Other measures include but aren't limited to timing delivery and construction vehicles outside of peak road network hours, defining construction vehicle routes and phasing the construction to reduce delivery numbers over the construction period helps to minimise potential disruption.

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Feedback & Next Steps

You can provide feedback directly to us (Pegasus Group) today using the printed paper forms at this consultation or by logging on to our website: www.landoffcanonslane.co.uk

All comments submitted will be considered as part of the evolving planning application proposals and will be analysed as part of our Statement of Community Involvement.

No identifiable information or comments will be published.

Once the planning application is submitted, you will also have the chance to comment directly to the Council. If you are an immediate neighbour, you are likely to be notified by the Council, otherwise you can check for submissions via the Council's website. A site notice will also be displayed.

