

Land South of Barrow Green Road, Oxted

Design & Access Statement
February 2025

Contents

1.0 Introduction

1.1 Introduction

1.2 Vision

1.3 Croudace Homes

2.0 Site Context & Assessment

2.1 Location

2.2 Planning Context

2.3 Local Facilities

2.4 The Site

2.5 Character Study

2.6 Townscape Context- Density

2.7 Settlement Evolution

2.8 Surrounding Building Heights

2.9 Topography

2.10 Landscape Assessment

2.11 Highways Appraisal

2.12 Tree Survey

2.13 Ecological Survey

2.14 Topography and Flood Risk

2.15 Heritage and Conservation

2.16 Site Constraints Plan

3.0 Design Evolution

3.1 Initial Design Concept & Opportunities Plan

3.2 Initial Framework Plan

3.3 Initial Site Proposals

3.4 Pre App Consultation

3.5 Public Exhibition

3.7 Post-consultation refinement

4.0 Illustrative Proposals

4.1 Land Use Parameter Plan

4.2 Illustrative Masterplan

4.3 Settlement Appraisal

4.4 Illustrative Street Hierarchy

4.5 Illustrative Dwelling Sizes, Tenure & Typology

4.6 Illustrative Scale & Massing

4.7 Illustrative Landscape Strategy

4.7.1 Key Landscape Principles

4.7.2 Landscape Strategy Explained

4.7.3 Key Landscape Areas

4.7.4 Play and Recreation Strategy

4.8 Illustrative Key Spaces

4.9 Illustrative Character and Appearance

4.9.1 Materials & Colours

4.9.2 Character Area 1 - St Mary's Path

4.9.3 Character Area 2 - Ash View

4.9.4 Character Area 3 - Northern Quarter

4.9.5 Character Area 4 - Rural Edge

4.9.6 Character Area 5 - Woodland Edge

5.0 Technical

5.1 Sustainability Strategy

5.2 Access Strategy

5.3 Secured by Design

5.4 Healthy Streets for Surrey

5.5 Building for a Healthy Life

6.0 Summary

6.1 Summary

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1.0 *Introduction*

1.1 Introduction

This document has been produced in support of an Outline Planning Application for the development at Land South of Barrow Green Road, Oxted, with the intention of explaining the design principles and concepts that have informed the current proposals.

The objective of the Statement is to demonstrate that:-

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

Securing Planning Permission will enable the delivery of a high-quality, thoughtfully designed development that embodies the principles of quality, sustainability, and placemaking. This project will be built to endure and serve as a benchmark for future developments.

The description of the proposed development is as follows:

Outline application for a residential development of up to 190 dwellings (including affordable homes) (Use Class C3), an extra care facility with up to up 80 beds (Use Class C2), together with the formation of vehicular access, landscaping, parking, open space, green and blue infrastructure, and all other associated development works. All matters reserved except access.

Only the principle of developing the Site for the stated land uses (including up to 190 dwellings and 80 bed extra care home), and the means of access to the Site are to be determined as part of this outline application.

Appearance, layout, scale and detailed landscaping proposals are reserved for subsequent determination, via submission and approval of reserved matter applications.

The Structure of this Document

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

1. **Introduction & Background** - An introduction to the proposals contained within this application.
2. **Site Context & Assessment** - This section will look to summarise the site analysis under the headings: Local amenities, site analysis diagrams, local character and site & surroundings. It then moves to a closer look to this site's unique characteristics followed by our initial concept solutions.
3. **Design Evolution** - How analysis of the site and related context have been utilised in creating a cohesive vision and informing the iterative nature of the design process.
4. **The Proposals** - An overview of the proposals submitted as part of the outline Application for the site.
5. **Technical** - An appraisal of the proposals against a number of technical considerations such as Access, Secure by Design and also an explanation of Sustainable measures that are proposed within the scheme.

1.2 Vision

A Vision for the development of this site has been established at the outset of the design process, in order to provide the design team with a set of key aspirations against which the emerging designs and future design development should be assessed:



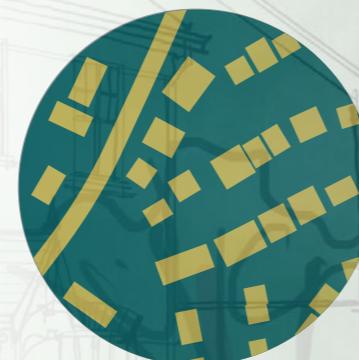
Delivery of a new community in an extremely sustainable location close to central Oxted



Respect the setting of the Grade I listed St. Mary's Church and create viewing corridors where possible to the tower



Promotion of sustainable transport modes such as walking and cycling with the town centre and its facilities



Integrate with the existing street pattern to ensure permeability and connections with the surrounding streets



A new development designed to integrate within the landscape setting, and make features out of existing landscape assets such as the public footpath and distinctive trees



New buildings to be of a high quality design befitting the location and reflecting the local character of Oxted



1.3 Croudace Homes

Croudace Homes are a well-established five star housebuilder founded in 1946 and to this day remains a family run business. They are committed to building high quality homes backed up with a first class customer service. Their strength lies in the care and attention given to the internal and external design, specification of fixtures and fittings and a quality finish. This applies equally to the buildings, landscaping and surroundings which enhance the street scene.

Croudace are keen to ensure that the homes which are delivered reflect the local character area, with there being no visible differences between the market and affordable units, whilst providing high quality landscaped areas and opportunities for biodiversity enhancement.



Vynes Park, Broughton



Hook Development



Vynes Park, Broughton



Vynes Park, Broughton

2.0 Site Context & Assessment

2.1 Location

The site is located in Oxted, a town in Tandridge District. The town resides roughly 9 miles south of south-east Croydon, 8.5 miles west of Sevenoaks in Kent and 9 miles North of East Grinstead in West Sussex.

Due to its close proximity to London, Oxted is a commuter town with a train station with a direct route into the city. The site is located within a short walk of the train station.

The site adjoins two existing roads

- Barrow Green Road aligns the northern boundary – this provides a link between northern Oxted and the A25 further west of the town
- Wheeler Avenue meets the southern boundary – this road is accessed via Church Lane which in turn links the A25 with Oxted town centre.

Just to the south of the site is Master Park which provides extensive recreation and open space and a wide range of sporting facilities. Existing public rights of way form direct links between the site and the park.



Wider Location Plan



Site Location Plan

2.2 Planning Context

The development proposal will be assessed against the National Planning Policy Framework (NPPF) and policies contained within the Tandridge District Council Development Plan.

The Development Plan comprises of the following:

- Tandridge District Council Core Strategy 2008
- Tandridge District Council Local Plan: Part 2 (2014)

There are several other documents which form a material consideration in the determination of this application as set out below:

- The National Planning Policy Framework (NPPF) (2024)
- Tandridge Parking Standards SPD (2012)
- Surrey Design Guide (2002)
- Surrey Landscape Character Assessment (2015)
- The National Design Guide Core Strategy, LP Part 2 (2021)
- Interim Policy Statement for Housing Delivery ("IPSHD") (Sept 2022).

As part of this application, the proposals will need to take into consideration and comply with planning policies on a national and local level. A full assessment of the outline planning proposals against the relevant development planning policies and other relevant material considerations (and 'weight' to be attributed to them) is set out in the accompanying Planning Statement produced by Woolf Bond Planning Ltd.

The DAS demonstrates how the masterplanning proposals for the Site accord with the relevant design-related policies contained within the Development Plan, recognising that the planning application is submitted in outline and therefore those matters relating to detailed design are not for consideration at this stage. The scheme has also been designed to reflect the approach to achieving well-designed places as set out in section 12 of the NPPF (December 2024).

National Design Guide 2021 and National Model Design Code

In 2021, the Government published the National Design Guide and National Model Design Code, which the NPPF identifies as providing a framework for creating beautiful and distinctive places. The ten characteristics together enable the creation of a well-designed place which creates character, nurtures and sustains a sense of community, and works positively to address environmental issues.



2.3 Local Facilities

The site is very well positioned, next to Oxted town centre which offers a wide range of facilities including:

- Two supermarkets;
- Oxted Library;
- Tandridge Leisure Centre which includes a gym;
- A number of educational facilities including St Mary's C of E Primary School and Oxted Secondary School;
- Oxted Health Centre;
- A wide range of restaurants and bars.
- A wide variety of high quality retail shops within the town centre.

Master Park, which is located immediately south of the site and accessed via a public footpath, is the home of Oxted & Limpsfield Cricket Club and has a large children's play area. The district's largest racket sports club, Limpsfield Lawn Tennis Club, is a 21 min walk from the application site and holds seasonal events

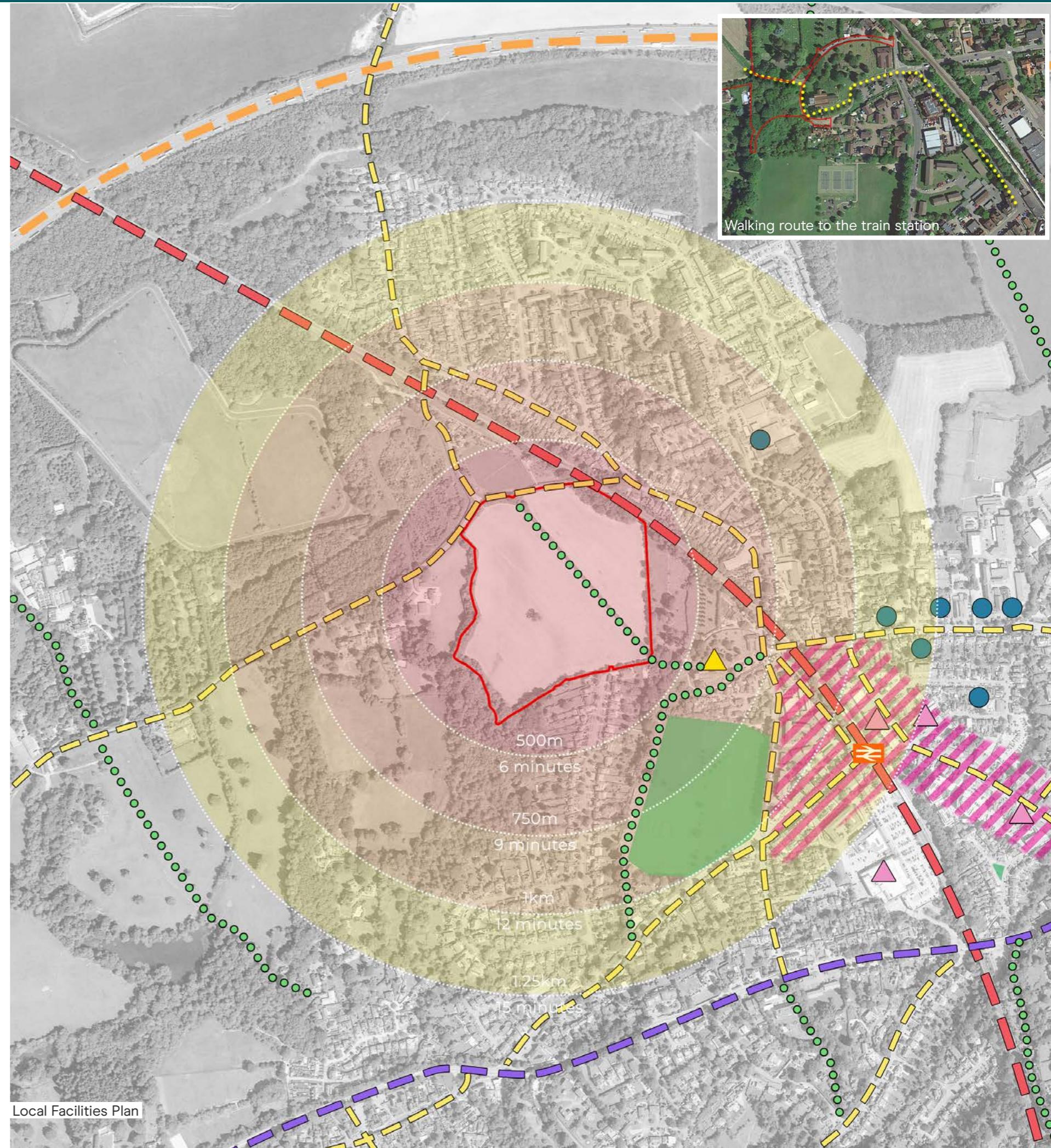
Oxted railway station mainline railway station provides trains to East Croydon, London Bridge and London Victoria.

Godstone Junction 6 of the M25 is located to the north of the site which allows excellent road connections.

There is a bridleway which extends diagonally through the Site south-east to north-west, connecting to public rights of ways (PRoWs) to the south-east, and to Barrow Green Road to the north. Beyond this, the nearest PRoW providing access northwards is approx. 450m to the west of the Site, accessed via Barrow Green Road, which provides a connection across the M25 to the scarp of the Surrey Hills National Landscape to the north.

Key

● ● ●	Public Right of Way	●	Education
■ ■ ■	M25	■ ■ ■	Town Centre
■ ■ ■	A25	■ ■ ■	Public Open Space
■ ■ ■	Main Road	▲	Medical Faculties
		▲	Supermarket
		▲	Place of Worship



2.4 The Site

The northern edge of the site adjoins Barrow Green Road, with the junction Chalkpit Lane to the north-west. The boundary of the site is formed by a hedgerow with the road on the other side.

The railway line north of Oxted adjoins part of the north-eastern boundary, however is at a raised level with an embankment which has tree and scrub planting. The rest of the eastern boundary comprises of a timber post and rail fence with intermittent tree and hedgerow planting, with the Oxted Burial Ground adjoining the site.

The southern boundary is well screened by mature trees and hedgerows from the adjacent context. A public right of way joins the site with Court Farm Lane and Master Park, and extends across the middle of the site to the northern boundary. To the south, Wheeler Avenue extends up to the southern boundary. An opening in the southern boundary hedge line adjacent to the end of Wheeler Avenue has been used by members of the public on an informal basis to gain access to the public bridleway.

The western edge adjoins woodland and a tree belt around a small stream, with the grounds of a larger residential property adjacent to the west.



Photo Locations Plan



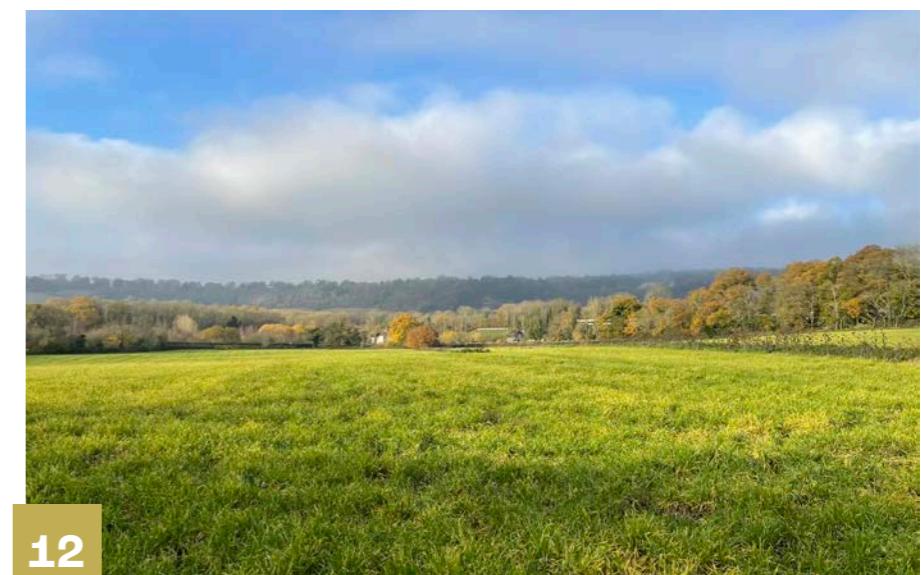
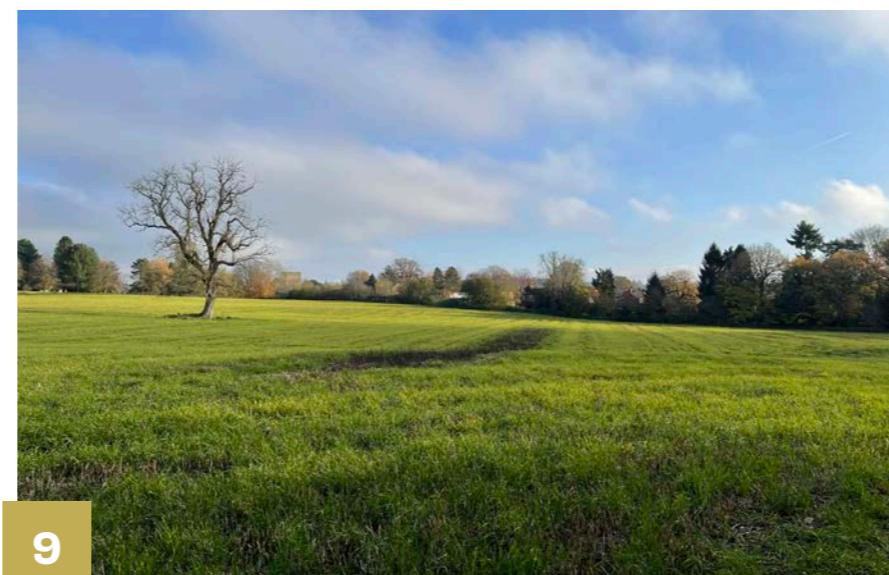
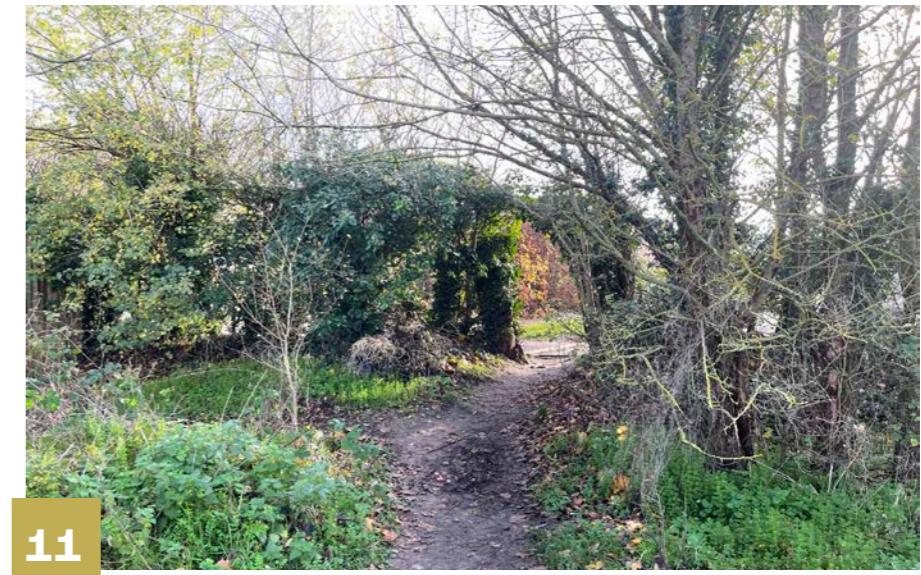
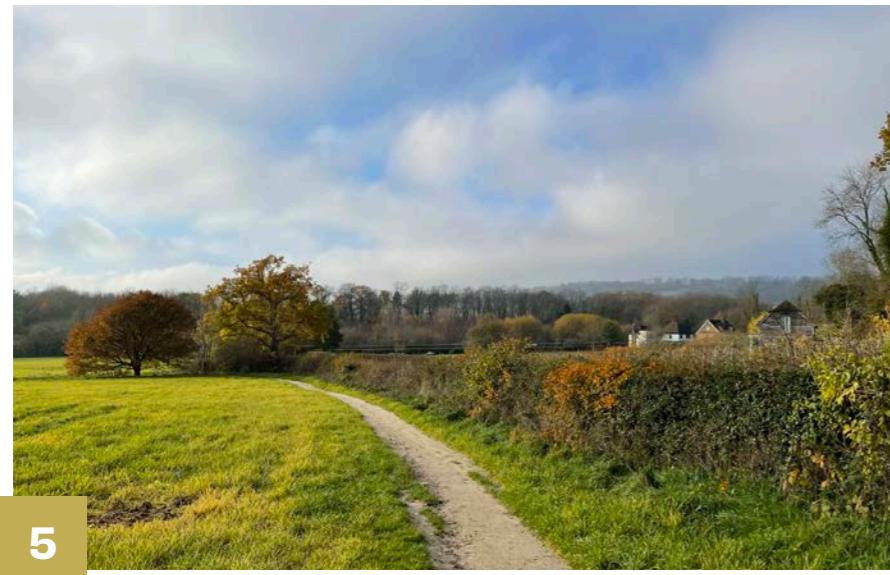
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2



3



2.5 Character Study

Before analysing the site and identifying opportunities for the proposal, a character study of the local area was undertaken. This explored the street typology and architectural styles that are present, both of which would inform the design and layout of a scheme for the site.

Oxted Town Centre

With the introduction of railways, and the establishment of Oxted Station in 1884, the centre of Oxted moved east from the High Street in Old Oxted to Station Road West and Station Road East on either side of the train station. Many of the buildings that sprang up on either side of the station in the following decades were built in the Tudor style, with half timbered façades, either with rendered or brick infill, as well as prominent gabled façades. Many of these buildings contain leaded windows and decoratively carved woodwork. Most of the buildings surrounding the station contain shops, restaurants, pubs, banks, and offices at the ground floor. The rest of the town centre is occupied by more traditional Victorian, Edwardian, and Modern buildings, mostly built in red brick, occasionally with half-timbered or hung tile details. The scale of the buildings along Station Road East and West are all kept fairly uniform, being predominantly two or three storeys tall.



Station Road West



Station Road West



Station Road East



Station Road West

Wheeler Avenue & Peter Avenue:

The first few houses built around the southern end of Wheeler Avenue, as well as Peter Avenue appear around the first half of the 1930s, and by the mid-1960s Wheeler Avenue is fully developed, extending northwards, all the way up to the site. Both streets are tree-lined, and the area is characterised by large fully-detached houses with large front gardens, many of which are enclosed by tall hedges. Each house is different to its neighbours, and the material palette is characterised by traditional architectural materials, including red brick ground floors, rendered, tiled or half-timbered first floors, as well as red tiled roofs. Details characteristic of the area include arched doorways, black timber dormers and gable ends, as well as eyebrow windows.



Wheeler Avenue



Wheeler Avenue

Chalkpit Lane and Westlands Way

This area was developed in the middle decades of the 20th century, with the first houses appearing in the early 1930s. The area is characterised by a mixture of detached and semi-detached houses, with the majority of the former located on Chalkpit Lane and Gordons Way, most of which are different from one another, whilst Westlands Way and the lower section of Central Way are dominated by similar-looking semi-detached houses. The houses are predominantly made from red brick, hung tiles, render, and pebbledash, and all have clay tile roofs. A variety of roof forms are used, including hipped roofs, prominent gable ends, as well as Mansard roofs. A few houses are half-timbered, using both rendered and brick infill's. Front gardens are generally very generous, many are enclosed by hedges.



Wheeler Avenue



Peter Avenue

St Mary's Close:

This is a small cul-de-sac development of 16 dwellings, built in the later decades of the 20th century. Each dwelling is a detached 2-storey house, some with built-in garage, others with detached garages, and all with small gardens. The houses are generally identical in layout, and finished in a dark red brick with brown roof tiles, but the estate achieves variety by the differing orientation of each house, as well as differing materials, e.g. timber, hung tiles or render, on the first floor. Unusual for Oxted, all doors and windows are finished in a uniform dark brown. With the exception of the entrance, all road surfaces are shared between pedestrians and vehicles.



Peter Avenue



Peter Avenue

Barrow Green Road and Chichele Road:

A group of semi-detached houses first appear on Barrow Green Road in the latter part of the 19th century, whilst Chichele Road is laid out with a few houses in the years before the First World War. However, it is not until the 1930s that the road is fully developed. A few additional houses were added to empty plots in the 1960s. There is a mixture of semi-detached houses and fully detached houses, each being different to one another, although the scale of the detached houses is slightly smaller than on Wheeler Avenue, with the density being slightly greater. The material palette is typical of its time, consisting of red brick, white render, half-timber, and hung tiles. Roofs are mostly red and brown clay tiles. Many front gardens are enclosed by hedges, and the occasional tree lines the roads, with several more appearing in front gardens, giving the area a green appearance.



Chichele Road



Chichele Road



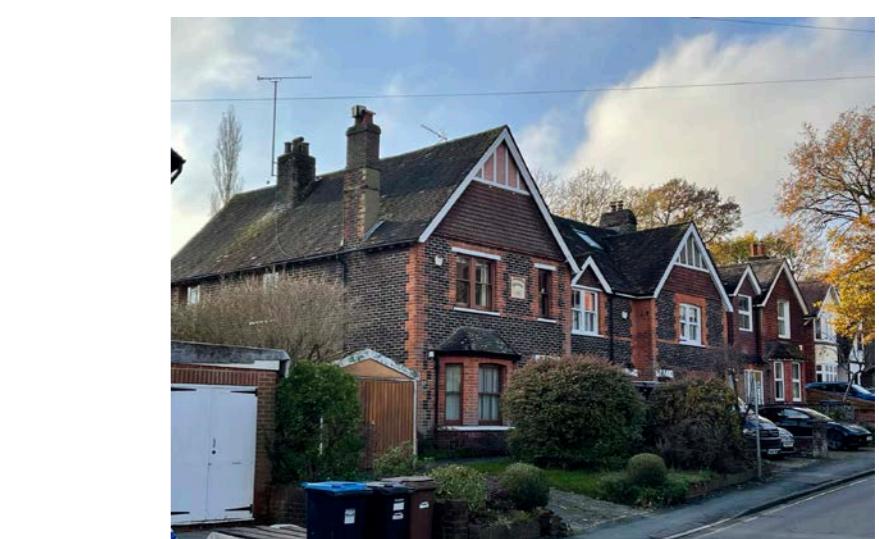
Barrow Green Road



Chichele Road



Barrow Green Road



Barrow Green Road

Central Way and Silkham Road:

The estate that sit within the boundary of Central Way and Silkham Road was developed in the 1960s, and provides a variety of dwelling types, from detached and semi-detached houses to blocks of flats. In contrast to the previously described areas, there is a greater architectural uniformity to the estate. Several different standard building types are used repeatedly throughout the estate, but variety is created by alternating between several different colours of brick, hung tiles, timber panels and roof tiles. The blocks of flats also employ extensive use of spandrel panels below the windows. Front gardens are generally smaller than the 1930s developments, but there is a greater amount of shared amenity space dispersed throughout the development. The density of the estate is much greater than its predecessors through the high provision of blocks of flats, none of which have private amenity spaces.

Master Close

This small cul-de-sac estate was built in the 1960s as a group of seven 2- and 3-storey blocks of flats. All buildings employ an identical architectural language and palette: buff brickwork with red hung tiles, ribbon windows, white spandrel panels, and tiled roofs. As the only dwelling type is flats, the site achieves a density of nearly 70 dwellings per hectare. Each block of flat is offset from the road by a shared grassed area. Garages are provided at the rear of the site.

East Hill Road, Church Lane & Court Farm Lane

East Hill Road and the adjacent Hoskins Road were laid out in the final decade of the 19th century, and were built up during the early 20th century, providing the setting for a group of Edwardian detached houses. The majority of these houses are finished in white render, often with half-timbered or hung tile features, but there are several red brick houses as well, some with pebble dashed first floors. Tiled gable ends and prominent chimneys are common details within the area. Most of the front gardens are enclosed by hedges, and several front gardens have mature trees growing in them. However, no trees grow on the streets themselves.



East Hill Road



East Hill Road



Court Farm Lane



East Hill Road



East Hill Road



Church Lane



East Hill Road

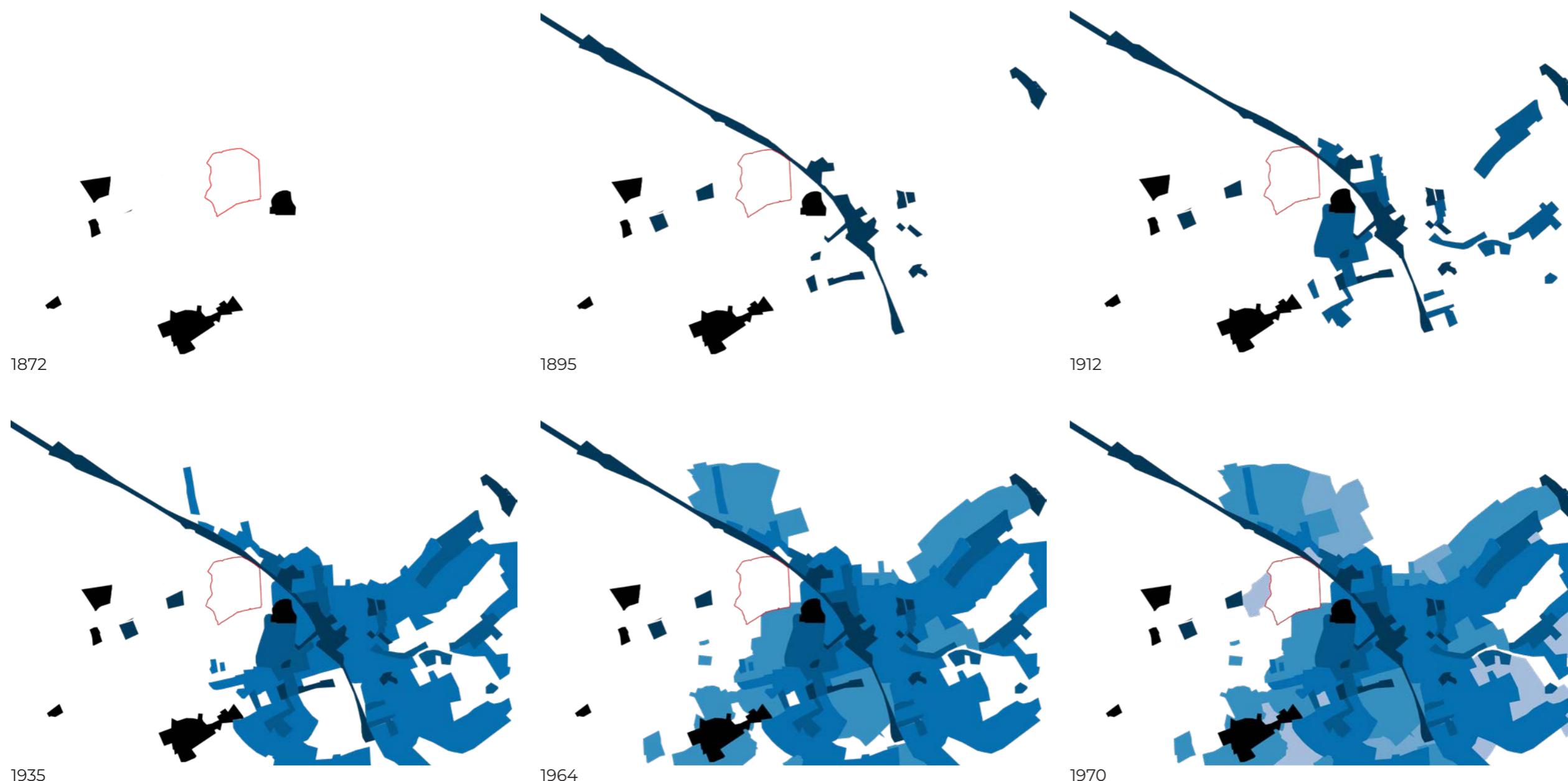


Church Lane



Oxted Community Hall

2.6 Settlement Evolution



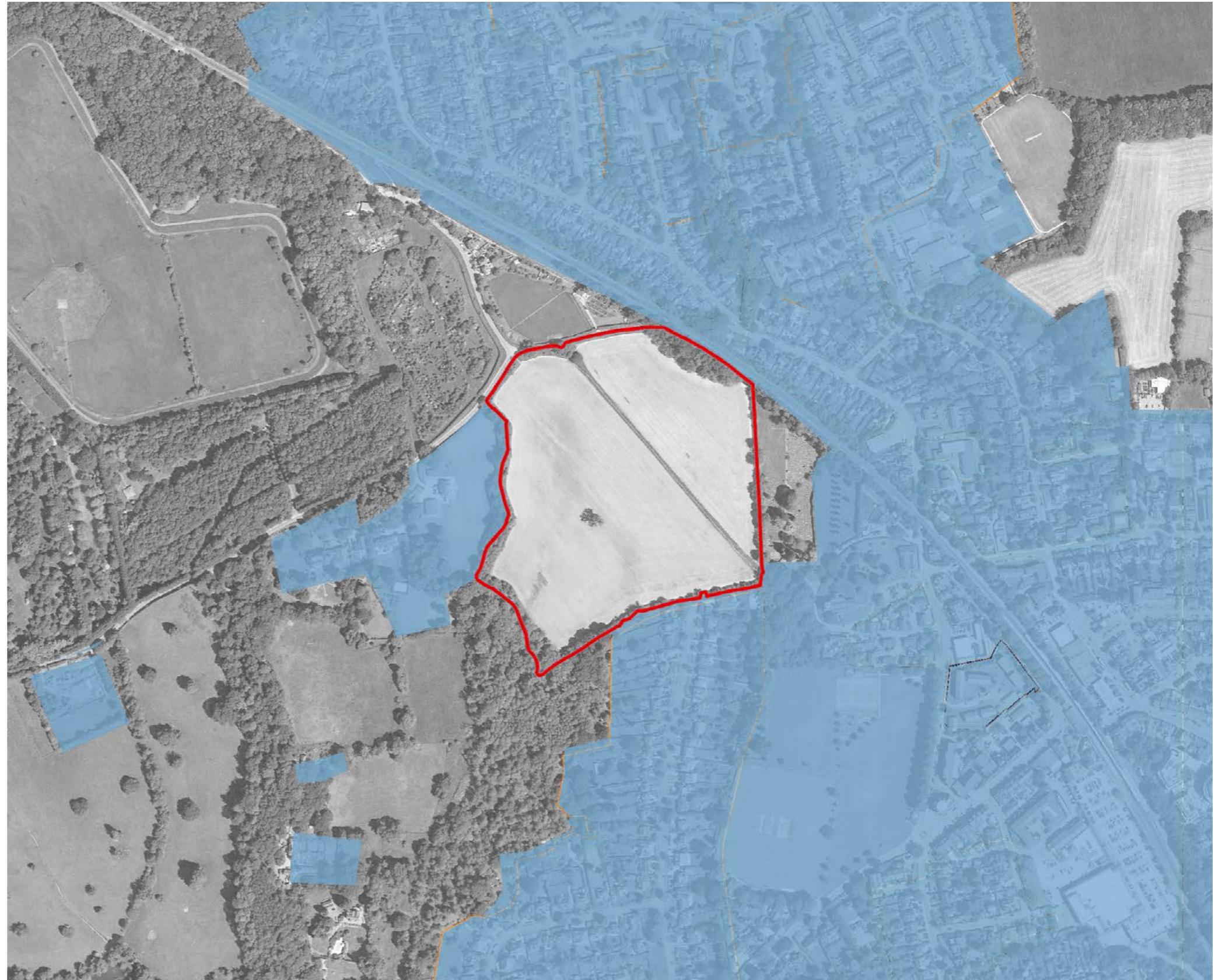
The first written mention of what later became Old Oxted is in an Anglo-Saxon charter of 862 AD, and it is listed in the Domesday Book of 1086. St. Mary's Church has its origins in that era. Noticeable growth begins when the original town was joined by the development that sprang up around Oxted railway station, which opened in 1884, and known at the time as New Oxted, and are characterised by their Tudor-style façades.

The town sees noticeable growth in the 1930s, notably around Bluehouse Lane, Wheeler Avenue and to the north of Gordons Way, as well as the 1960s, with the construction of the estate along Central Way and Silkhams Road. Since then, development has mainly consisted of residential 'infill' sites such as the former gas works site in the town centre and some private residential developments around the eastern fringes of the town.

2.7 Townscape Context

The historical evolution of the town across the later part of the last century has seen the settlement edge of the town extend further north and westwards. In settlement terms, the site is effectively surrounded by settlement to the north, east and south, with the northern extents of the town wrapping around the site to the north, by following the railway, and extending further westwards than the site itself.

As such, in settlement terms and with regard to proximity to the town, this site does form the next logical step in the evolution of the town's settlement area to the north-west.



2.8 Surrounding Building Heights

Oxted is a predominantly residential town, consisting of mostly two-storey detached and semi-detached residential houses.

Larger buildings are found within the town centre and near the train station, where the density is greater, including three-and four-storey buildings. There are also taller buildings up to four storeys around the edges of Master Park, just to the south-east of the application site, and three storey apartment buildings along Church Road, opposite St Mary's Close.



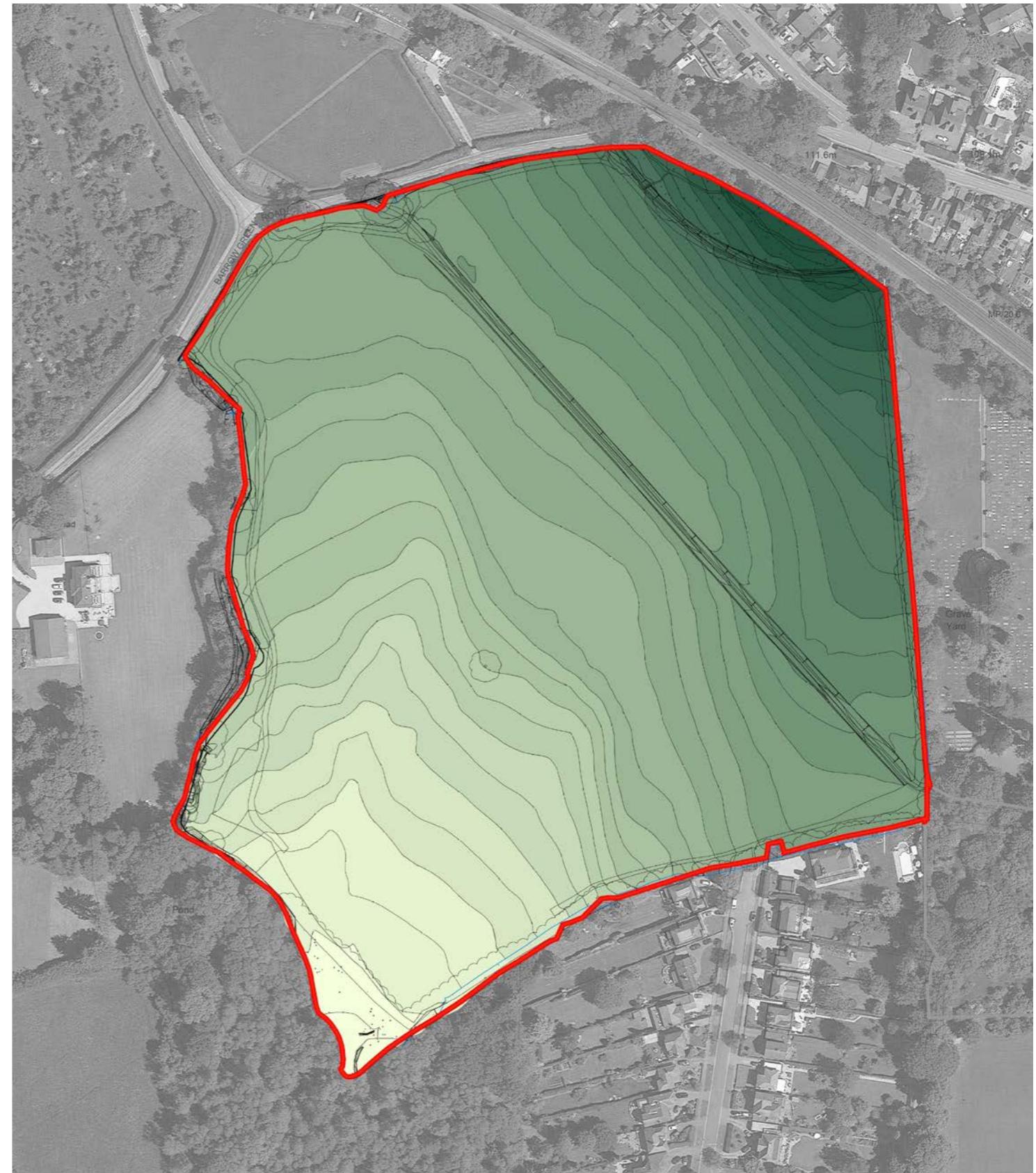
2.9 Topography

The adjacent diagram illustrates the topography across the site. The highest point of the site is along the north-eastern edge, which bounds the railway line. From here, the site falls gradually and gently towards the woodland beyond southwest boundary of the site. The fall across the site is approximately 13 metres, with an average fall of approximately 1:32m.

107m
105m
102m
100m
98m
96m
93m
91m
89m
86m
84m
82m
79m
77m
75m
72m
70m



High
Low



2.10 Landscape Appraisal

The Site (ref. OXT007) was assessed as a potential development site in the Tandridge Landscape Capacity and Sensitivity Study which assessed it as being of moderate value and moderate sensitivity and having medium landscape capacity for housing development, concluding that:

'The site would potentially be suitable in landscape terms for limited housing proposals, but would need to take into consideration views and the sites contribution to the setting of the surrounding landscape, including the AONB, and demonstrate no adverse impacts on the setting of the existing landscape and settlement.'

The conclusions of the landscape and visual assessment which has informed the development proposals align with the TDC assessment of the Site as being of medium value and sensitivity, with potential to accommodate development of the scale and type proposed without resulting in significant adverse landscape effects beyond the Site itself.

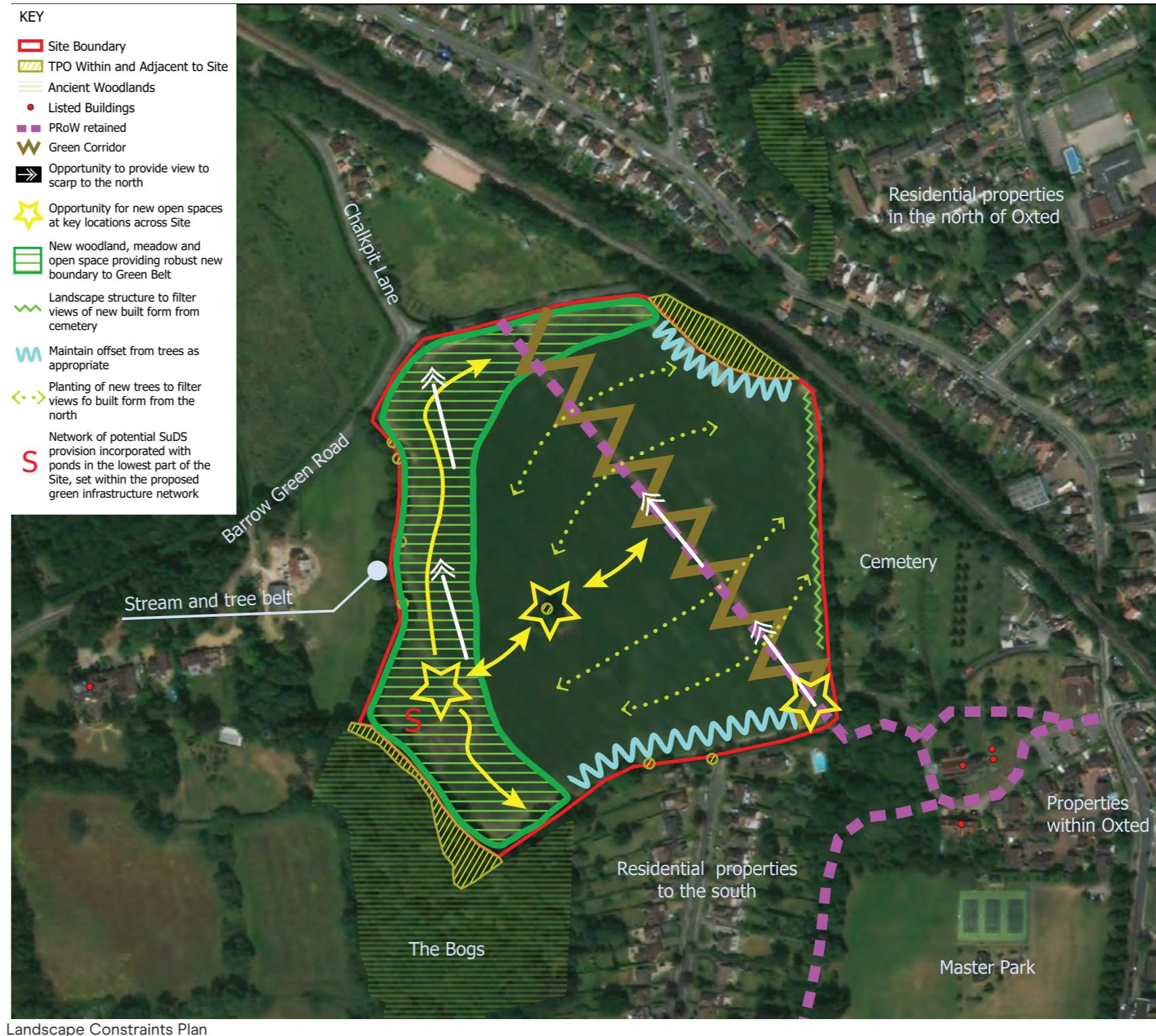
Although the Site is not subject to any landscape designations which denote value, the Surrey Hills National Landscape (AONB) lies approximately 600m to the north and the Site forms part of the setting of the National Landscape. The Site is discernible in the wide, panoramic views from within the National Landscape, although this is not uncharacteristic of the wider landscape, given the elevated nature of the scarp. There are reciprocal views northwards of the scarp from the bridleway which crosses the Site.

Due to intervening visual barriers such as built form, trees and the railway corridor, many views from the wider area towards the Site are effectively obstructed and/or partially screened, even during winter months.

Local views towards the Site are possible from the bridleway which crosses it, the burial ground and stretches of Barrow Green Road and Chalkpit Lane adjacent to it. In these views, the settlement is visible to the south of the Site. There are glimpsed views of the Site through the boundary vegetation from Wheeler Avenue.

Impacts on landscape character following development of the Site would be limited and localised, largely because the proposed development area is relatively self-contained and screened. A robust landscape strategy would reduce adverse effects as it matures. Notwithstanding the fact that development would introduce housing onto currently undeveloped land, upon completion the area would have a similar settlement-edge appearance to other, existing residential areas within the general locality.

Development of the Site would be discernible from elevated locations to the north, but it would be experienced in the context of the existing settlement and the woodland belts which frame northern Oxted. Local views could be restricted by a landscape strategy which strengthens the boundary vegetation.



2.11 Highways Appraisal

Pell Frischmann has been commissioned by Croudace Homes to provide highways and transportation advice in respect of the proposed development on land to the south of Barrow Green Road, Oxted. A Transport Assessment is submitted with the planning application providing full details of transport and highways measures related to the proposals. The information below is a summary of initial assessment work to establish points of access into the development and likely design of these junctions.

ACCESS REQUIREMENTS AND OPTIONS

The development site is proposed to serve 190 residential dwellings and an 80 bed Extra Care Home. Based on this development size it is suggested that this could be served from two primary access points. From a review of the location of the site and the previous transport work undertaken by Patrick Parsons, there would appear to be two main options for access to the site, from the north on Barrow Green Road and from the south from Wheeler Avenue.

Based on the development scale being proposed, it is considered that a single point of vehicle access could be sufficient to serve the site, however the provision of two separate access points may have some benefit in terms of wider traffic distribution and permeability through the site. From a review of the off-site traffic assessment whilst there may be some benefits to providing two access points, it is not considered to be essential from a wider impact perspective.

Barrow Green Road

It is considered that it would be possible to provide an access from the northern end of the site on Barrow Green Road. Barrow Green Road is subject to a posted speed limit of 40mph, however from a review of the layout of the existing highway and observations on site, it is considered that actual speeds are likely to be below this and as such the associated visibility requirements could potentially be achieved.

The site access junction arm will be able to achieve the following required junction visibility splay distances, in accordance with Manual for Streets design standards:

- 2.4 x 52m to the left (west of the road)
- 2.4 x 54m to the right (east of the road)

Based on traffic speed surveys undertaken in April 2023, 85th percentile speeds of 35.3mph and 36.3mph were recorded on Barrow Green Lane in the eastbound and westbound directions, respectively. This corresponds to a stopping sight distance of 54m to the east and 52m to the west, according to the Manual for Streets (MfS) guidance. The junction would therefore provide the required level of junction visibility in both directions.

The site access carriageway would be 6.0m in width and footways would not be provided.

Wheeler Avenue

Wheeler Avenue is a residential street of approximately 500m in length, with footways on both sides separated from the main carriageway by a grass verge. It is considered to be of sufficient width to serve development to the north, with the majority of properties having private driveways and single yellow line parking restrictions in place reducing the presence of on-street parking.

A proposed site access from Wheeler Avenue would result in the continuation of the existing carriageway in the northern direction. This site access would be deliverable within the highway boundary and the Client's land ownership. The site access would include a 5.5m wide carriageway and a footway width of 2m. This would be consistent with the existing geometries along Wheeler Avenue and would be suitable for the type and quantum of development proposed.

Summary

The development site therefore can be served from vehicle site access points from both Barrow Green Road and Wheeler Avenue. The Barrow Green Road site access should serve plots located to the north of the site whilst the Wheeler Avenue access point should serve plots to the south. There should be no general vehicle connection between Barrow Green Road and Wheeler Avenue through the site which would prevent potential issues with rat-running of non-development traffic through the site. Pedestrian and cycle access to the site can be provided from the Wheeler Avenue site access and from Court Farm Lane via the southern section Bridleway 97. Improvements can be proposed on the southern section of Bridleway 97 to provide an improved access from Church Farm Lane, whilst being in keeping with the character of the bridleway.

