

## 2.12 Arboriculture

A recent tree survey was undertaken by Barton Hyett Associates to inform the proposed development. This identified a total of 41 individual trees, 18 tree groups, 3 woodlands and 16 hedgerows. With the exception of a single tree, all the trees identified as part of the survey are located around the periphery of the site.

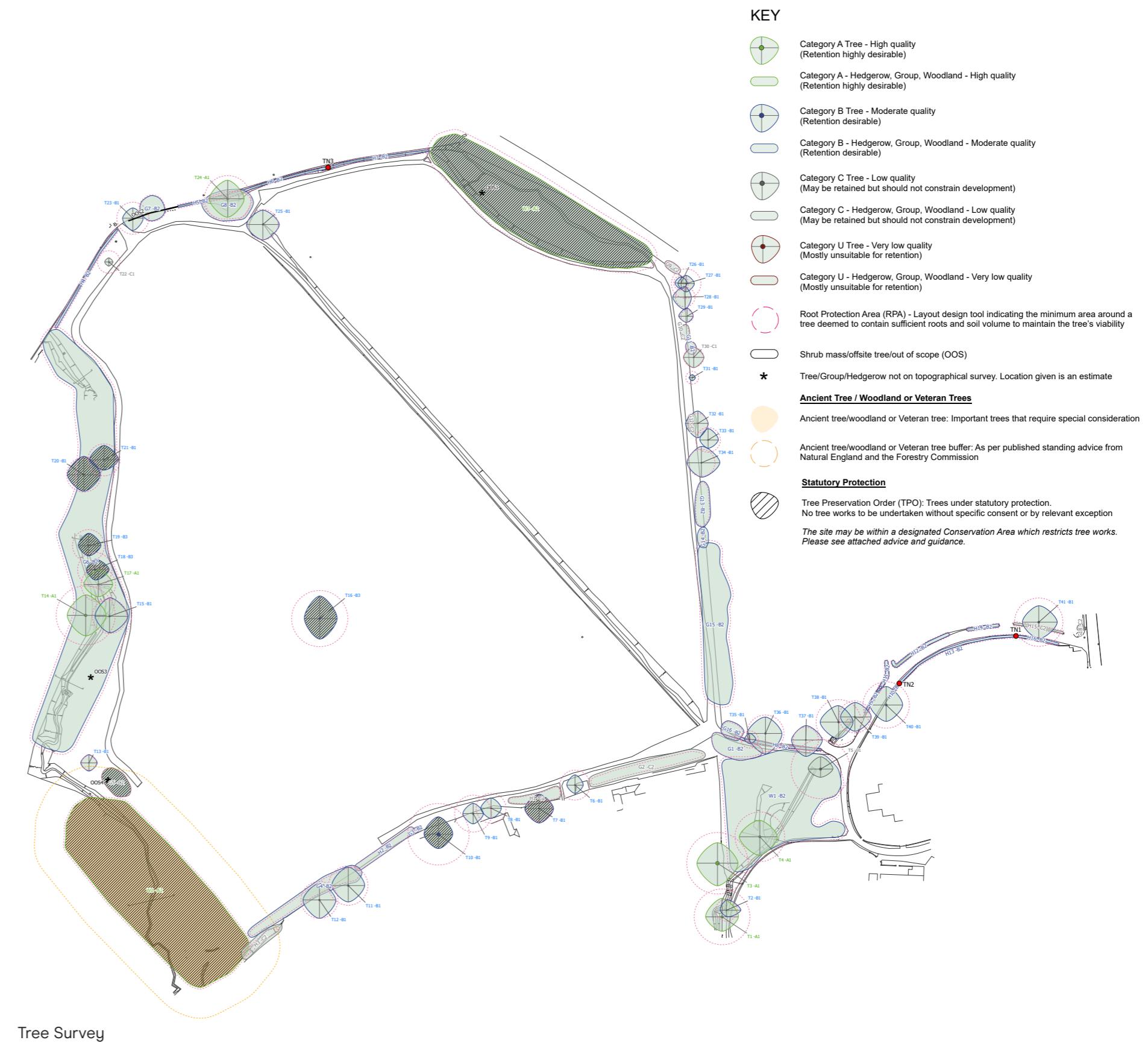
The age and species present vary across the trees, as too does tree health with some trees growing vigorously whilst others are in a declining condition. Overall the composition and condition of the tree stock associated to the site is typical for a site of this nature.

A number of the individual trees around the site boundary, along with the single Ash at the centre of the site, are protected by Tree Preservation Order (TPO). The copse to the north-east of the site and the area of woodland to the south-west are also protected by TPO. The area of woodland to the south west is also identified as Ancient Woodland within Natural England's Ancient Woodland Inventory.

The proposed development layout has been informed by the arboricultural constraints identified and appropriate offsets to retained trees, as well as an appropriate buffer to the area of Ancient Woodland has been provided.

Only a very limited amount of tree removal will be required to facilitate the development, to provide the access point to the north and south. No trees are required to be removed to the north, just hedgerow, and to the south limited removal required around the proposed vehicle access from Wheeler Avenue. The Arboricultural report submitted with this planning application provides detail on this matter.

As part of the proposed landscaping for the site the development can deliver new tree planting in the form of street trees within tree lined streets and individual feature trees within the proposed green spaces.



## 2.13 Ecology Survey

### Protected Sites

The Site is not covered by any statutory or non-statutory wildlife site designation and does not occur particularly close to any statutory designated site – the nearest being Woldingham and Oxted Downs SSSI and is separated from the Site by the M25 motorway. Development within the Site is considered unlikely to result in any direct or indirect adverse impact on any SSSI.

The nearest non-statutory designated site is The Bogs pSNCI, an area of broadleaved ancient woodland adjacent to the Site's southern boundaries. Development planning will ensure that this and any other adjoining woodland is protected with a suitable development stand-off buffer of native scrub and wildflower grassland planting between the development perimeter and existing woodland. In addition, consideration of the existing patterns of ground and surface water flow from the Site into the pSNCI is to be given at the development design stage to ensure that new development does not compromise existing woodland and associated habitats that are dependent on existing run-off and ground water from the Site.

### Habitats and Plants

The Site is dominated by a large arable field, a habitat of low ecological and biodiversity value. Boundary habitats, particularly the areas of woodland, hedgerows and other scrub, are of elevated ecological value and are to be retained, protected and enhanced as part of Development planning where practical to do so.

### Fauna

The faunal interest of the Site is minimal with the bulk of the Site consisting of arable land that lacks protected species value.

Woodland and scrub that occur next to the Site boundary is of elevated faunal interest that has been shown to be of importance to, slow worm, foraging/commuting bats, and nesting birds.



Habitat Map

## 2.14 Flood Risk and Drainage

### FLOOD MAP FOR PLANNING

The Environment Agency has prepared a resource, known as the Flood Map for Planning that identifies areas of land at risk of flooding from fluvial and tidal sources. This mapping confirms the site to be located within Flood Zone 1 (Low Probability) and so considered at low risk of flooding.

The NPPF defines Flood Zone 1 as land assessed as having less than a 0.1% annual probability of flooding from rivers or the sea. Areas of Flood Zone 1 are sequentially preferable in flood risk terms and therefore considered suitable for all types of development. The closest areas of Flood Zone to the site are located approximately 350m to the south, associated with the upper reaches and tributaries of the River Eden, that flows through the centre of Oxted.

As the site is located in Flood Zone 1 (Low Probability) there are unlikely to be any specific mitigation measures required to address the risk of flooding from main rivers.

### RISK OF FLOODING FROM SURFACE WATER

The Environment Agency has also produced a resource to identify the risk of flooding from surface water (pluvial flooding), known as the Flood Risk from Surface Water map. This mapping identifies a significant flow route within the site boundary, flowing in a southerly direction in the western part of the site.

The main flow route appears to be related to a topographical depression within the land, as there appears to be an absence of an open watercourse or similar when reviewing aerial imagery for the area. Mapping does indicate the presence of a potential open watercourse along the western boundary, within the wooded areas, although the surface water route does not align with this.

When viewed in context, the overland surface water route appears to originate further to the north of the site, with flows generated by the urban area north of the railway around Gordons Way, Central Way, Westlands Way routing under the railway via Chalkpit Lane.

Further modelling to assess this flow route in more detail, to understand the risk of flooding it would pose to a development has been undertaken. Based on the modelling, mitigation measures in the form of reprofiling ground levels so the overland flow path is diverted along the western boundary, away from the proposed residential development are proposed. The model results demonstrate the proposals are not predicted to have a detrimental impact on flood risk to third party land, with all increases in peak depths contained within the site boundary.

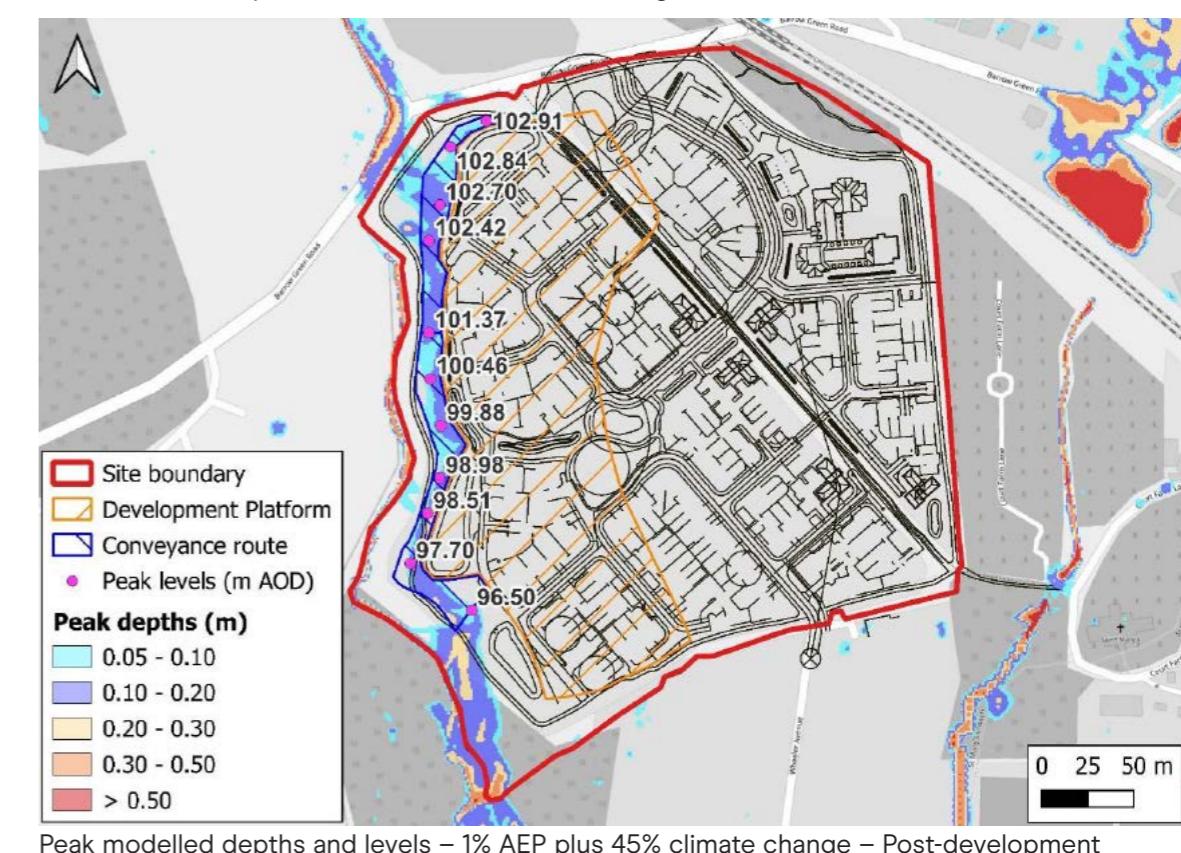
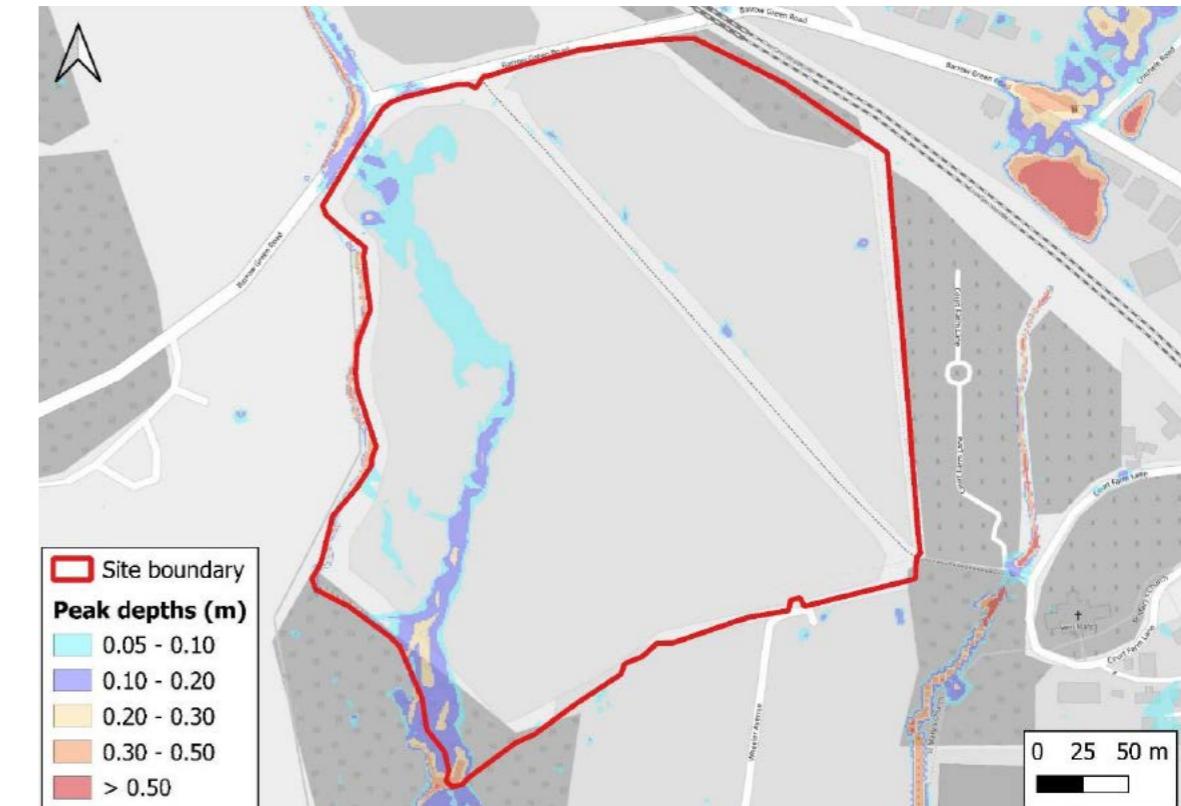
### SURFACE WATER DRAINAGE CONSIDERATIONS

To comply with local and national policy and best practice in respect of surface water drainage, any new development would likely need to impose a surface water runoff restriction from new development. The actual rate would depend on the developable area and the proposed method of disposal following the hierarchy set out below:

1. Water reuse, where a need is identified
2. Infiltration to the ground
3. To a watercourse or other surface water body,
4. To surface water sewer

### TOPOGRAPHY

The Site falls gently to the south-west (approx. 105m AOD to 95m AOD), towards the adjoining watercourse and 'The Bog' woodland area. Elsewhere, land within Oxted is undulating, falling to a valley formation through which the River Eden flows (approx. 85m AOD), beyond which land rises to the south to local hill formations at Limpsfield Common (approx. 150m AOD). The land to the north of the Site rises gently towards the M25 (to approx. 120m AOD), beyond which land rises steeply to form the scarp of the AONB (approx. 260m AOD).



## 2.15 Heritage and Conservation

The site lies to the north-west of the Church of St Mary, a Grade I listed building, and forms part of the setting of this heritage asset. The church is a multi-phased building set on elevated ground to the west of the historic core of New Oxted. The church has a broad, 12th century tower which forms a local landmark in close and longer distance views, and exhibits a range of built fabric, including flint, rubblestone and some rendered finishes.

The church historically had a relatively isolated setting, forming part of a small cluster of buildings west of "New Oxted" near to Court Farm. The setting has changed through the 19th and 20th centuries to provide additional surrounding development. The church was historically bound by orchards to the west, which were associated with the neighbouring farm, and which would have provided a degree of visual enclosure from the surrounding rural land.

The site lies to the north-west of the church and is linked to the church by a bridleway. This right of way is marked on 19th century ordnance survey mapping and appears to be a well-established, historic route. It would have provided a link to the church for parishioners within the wider, rural parish. The church is still experienced, in glimpsed views, from this footpath although the intervening planting reduces views, even in winter months.

The wider site provides similar, glimpsed and heavily filtered views of the church beyond the planting. The fullest views of the church are permitted from the low-lying land to the south where it is seen set beyond the mature trees and existing residential development.

The site contributes to the historic interest and significance of the church and forms part of its wider, rural setting. To ensure the proposals respond appropriately to this rural setting, and to allow the architectural interest of the building to be experienced, the following design principles have been established:

- Views towards the church (both private and public) will be retained and responded to where possible. This will include the provision of glimpsed views from the right of way and potential for longer distance views from the south
- Low level native planting will be provided to screen activity within the site from the church and surrounding land, including the modern cemetery to the north which now forms part of the church's setting
- Appropriate landscaping, in the form of additional planting and open space, will be provided to soften views from the church into the development and retain its sense of visual enclosure

A Heritage Impact Assessment will be submitted as part of the planning application which considers the impacts to the significance of the church and all other relevant heritage assets within the vicinity of the site.



## 2.16 Site Constraints Plan

The technical appraisals summarised over the preceding pages have been collated to produce an overarching constraints plan for the site.

- RED LINE
- EXISTING VEGETATION
- TPO TREES
- ANCIENT WOODLAND
- 15m BUFFER TO ANCIENT WOODLAND
- LANDSCAPE BUFFER
- LISTED BUILDINGS
- VIEWS OF THE CHURCH
- SENSITIVE EDGE ( GRAVEYARD)
- NEIGHBOURING RESIDENTIAL PROPERTIES
- FLOW RISK FROM SURFACE WATER
- WATER COURSE
- FOUL GRAVITY SEWER (TO BE DIVERTED)
- SURFACE WATER INLET (ASSUMED)
- PUBLIC RIGHT OF WAY - BRIDLEWAY
- PUBLIC RIGHT OF WAY - FOOTPATH
- INFORMAL FOOTPATH +2m BUFFER
- RAILWAY - SOURCE OF NOISE AND ELEVATED FROM SITE
- VEHICULAR ACCESS
- SURREY HILLS NATIONAL LANDSCAPE - PROPOSED BOUNDARY EXTENSION

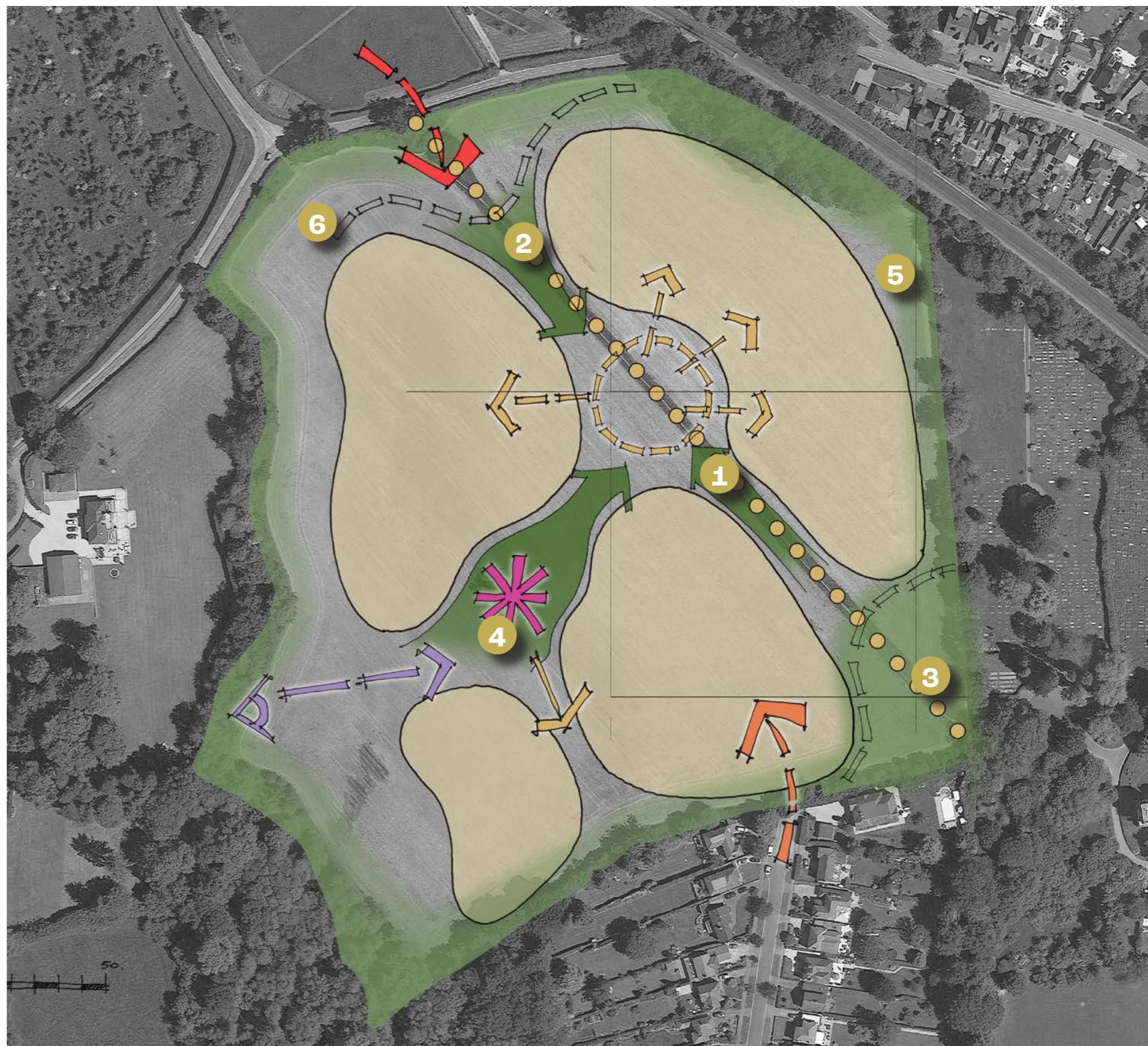
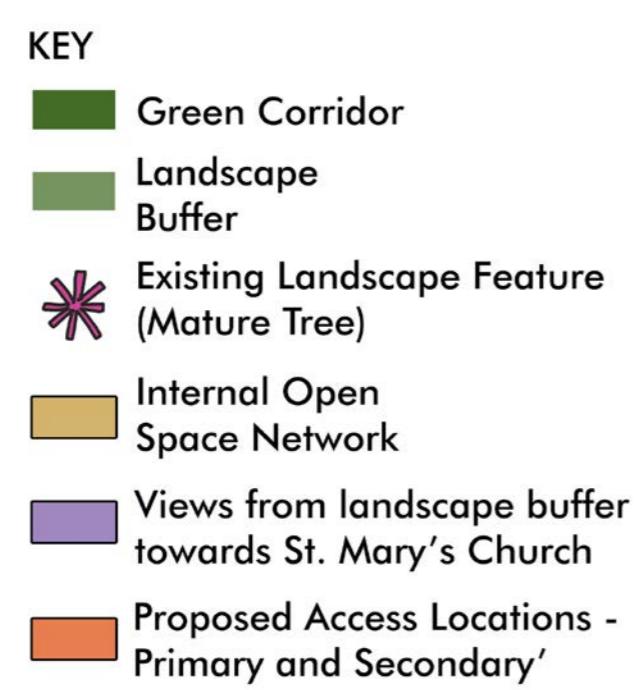


## 3.0 *Design Evolution*

## 3.1 Initial Design Concept & Opportunities

A concept plan has been developed to outline the key opportunities that could be incorporated with the development of the site, to meet the aspirations of the Vision for the site:

1. Central design principle is the retention and embellishment of the existing PRoW through the centre of the site as a green corridor;
2. Series of open spaces to link with this corridor, each forming a role in the creation of the place;
3. Landscaped open space to south-east corner to maintain 'soft' edge around St. Mary's Church;
4. Create internal open space network around existing landscape features such as existing tree, and views out of the site towards St. Mary's Church and the North Downs;
5. Landscape buffer offering circular walking and exercise routes around the edge of the new development;
6. A feathered edge to the development providing a suitable settlement edge to the northern countryside.



Concept Plan

## 3.2 Framework Masterplan

A Framework Masterplan was developed by the design team outlining how a development framework could apply the aspirations of the concept plan into a feasible development structure that acknowledged the site constraints.

Key principles of development framework were as follows:

- Access for vehicles from both Barrow Green Road to the north and Wheeler Avenue to the south;
- Incorporation of existing PRoW through centre of the development within a wide green corridor;
- Retention of key landscape assets such as all surrounding trees and the existing mature tree within the centre of the site;
- Areas of open space proposed as per concept plan:
  - Pedestrian arrival into site to south east;
  - Around northern access to provide feathered edge;
  - Through western development area around existing mature tree;
- Potential extended walking and footpath routes around western landscaped areas;
- Street hierarchy proposed to provide differing street design and character from central street to outer edges of development.



## 3.3 Initial Site Proposals



Initial layout options were produced to provide further detail and structure to the proposed framework plan. Both layouts incorporated the key principles of the development framework as outlined on the previous page, with further considerations within the layout as follows:

- Existing public right of way – safeguarded within a green corridor where new trees can be planted along the full length of the route;
- Vehicle crossings of PRoW – limited as much as possible, and where located priority to be given to pedestrians through narrowing of road and alternative surface treatment;
- Built frontage – concentrated along the PRoW route and in some locations opportunities for parking to be provided to the rear or side of dwellings – so homes and front doors can directly access the footpath rather than being separated by a road;
- Existing settlement edge – dwellings potentially ‘back on’ to this edge to provide privacy and security to the boundary, and to knit in with the adjacent settlement;
- Scale and density – heightened scale and density along the central PRoW route, to provide direct access onto the route into Oxted and promote sustainable modes of transport rather than use of car;
- Development edge – reduce scale and density proposed to the outer edges of the development to the north and west where the dwellings will overlook the landscaped buffer and countryside further afield.



### Alternative layout

At this stage Croudace were exploring two options for the development;

1. A purely residential development across the site, which as per the initial sketch layout attached would provide of approximately 225 new homes;
2. A development which alongside residential use, would also incorporate a Extra Care Home within the site.

As such at this stage the design team also produced an alternative sketch layout option which integrated a Extra Care Home within the site. This was located to the north so that it could be accessed directly upon entry into the site from the Barrow Green Road arrival.

## 3.4 Pre App Consultation

As part of Croudace's on-going pre-application consultations with Tandridge Borough Council, the design team met with officers and provided a report setting out the design work and assessments conducted at that stage.

Consultation was already underway with Surrey County Council with regards to the highways strategy, and at that time the county were suggesting that the northern access onto Barrow Green Road would not be suitable given the status of the road, and therefore requested that this is removed and access should be formed solely from Wheeler Avenue. Therefore the indicative layout had been updated to reflect this position – however the design team wanted to keep discussing this point with SCC to establish if this access could be re-instated.

Another amendment to this layout was the retention of the circular walk around the outer edges of the site, which is currently used as an informal 'loop' for local residents. Croudace had been consulting with local stakeholders, and felt this would be an important asset to retain within the site and therefore the layout was revised accordingly.

This change, from a design perspective, resulted in dwellings no longer backing onto the existing settlement edges to the east and south, and therefore development was pushed away from these boundaries to maintain the footpath. The design team felt these edges should be treated with sensitivity due to the adjacent burial ground to the east, and existing homes to the south. Therefore it was proposed that dwellings should generally 'side' onto this edge to provide some surveillance to the footpath, for safety proposes, whilst not providing full frontages with large windows which could potentially impact the amenity of these adjacent uses.

The other key change to this latest iteration of the layout was an increase in the size of the landscape buffer to the north. The design team felt that there should be a greater distance between the northern boundary and the development edge, to allow for appropriate landscape opportunities and new planting, and therefore the development edge was pushed back accordingly. Dwellings were still proposed as 'low density' in this area, generally consisting of two storey detached homes with parking/garages to the side to create gaps along the development edge and reduce massing.



## 3.5 Public Exhibition

Residents and stakeholders were given two opportunities to give feedback regarding the proposals. A first consultation phase was held from Wednesday 5th July to Wednesday 19th July 2023, with a second taking place between Wednesday 3rd July and Sunday 28th July 2024 which provided the chance for the applicant to update residents and other important local stakeholders on what improvements and refinements had been made to the initial vision.

For the second consultation phase, a community drop-in event was also held in Oxted, providing stakeholders with an opportunity to meet the project team, view the consultation materials (which were identical to those displayed on the website) and submit feedback.

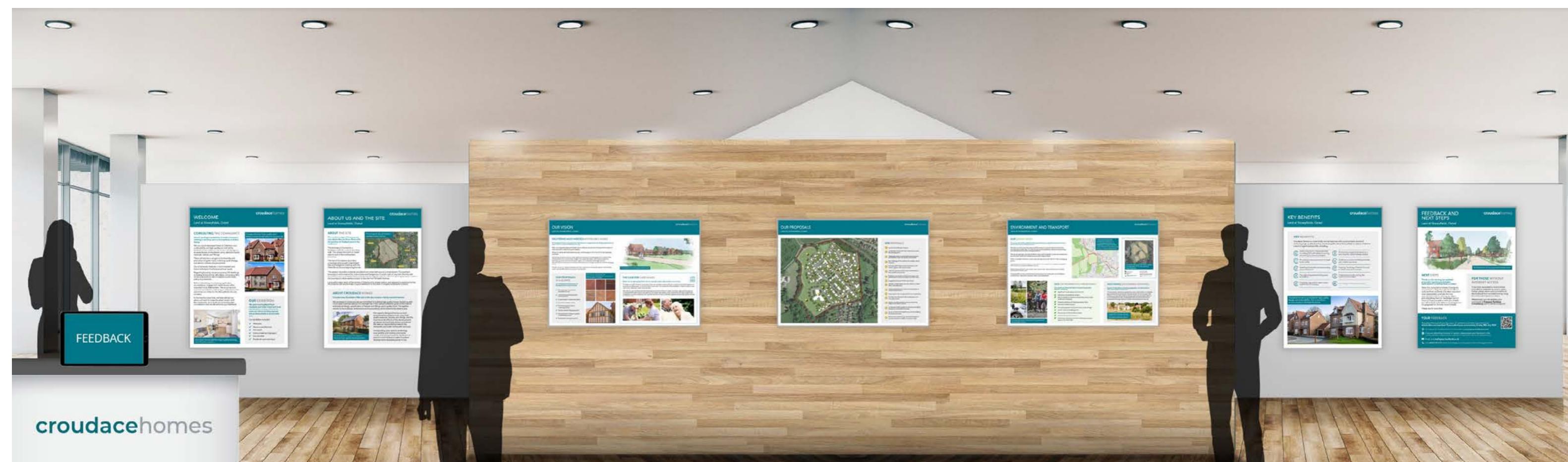
Both phases were promoted with a community newsletter or flyer, which also included details on how residents and other important local stakeholders could request paper copies of the plans along with a feedback form and return postage if they were unable to access the internet. This was to ensure everyone was able to comment who wished to do so.

During the first consultation period, we received a total of 223 responses. It comprised 134 feedback forms submitted by those who visited the website and 89 emails received via the project's dedicated email address. Regarding the second phase, there were 97 responses. It comprised 34 feedback forms submitted by those who visited the website or the community drop-in session. There were also 63 emails received via the project's dedicated email address. When combining the comments from both phases of the consultation, 320 responses were received.

The feedback across both phases included some positive features, such as the need for more housing for local families, and there was support for the importance placed on environmental and sustainability measures. However, there were also a significant number of respondents who were opposed to the principle of developing the site, regardless of what the proposals entailed.

Concerns were also raised regarding the development of a greenfield site, the impact on the local road network, and the ability of Oxted's infrastructure to accommodate more homes. It is worth noting that in the event of planning permission being granted, contributions would be made to address the majority of these issues, for example, infrastructure improvements.

The project team reviewed all the feedback received, and the main comments being acknowledged through the Outline application submission. Specifically to design, this consisted of some fundamental design changes to the scheme that was presented during the second event. The revised proposals submitted with the Outline Application and within this document address these matters.



## 3.6 Post-consultation refinement

Following the consultation with the public and Tandridge Borough Council officers, a further iteration of the indicative layout was produced.

Changes were led by further consultation with SCC Highways officers, where it was established that the northern access onto Barrow Green Road could be reinstated. As such, the design team altered the proposals to include this access, and with the access strategy now proposing that the majority of the development should be facilitated by that northern access. This would then reduce housing numbers using the southern access from Wheeler Avenue and therefore reduce traffic impact on this road.

Now the northern access had been reinstated, it was felt that the Extra Care Home should be relocated towards the northern access as per previous iterations. However, due to the potential size and massing of the Extra Care Home building, it was felt that this should be set back from the northern edge and within the development, where the massing of the building would be partially screened by the northern development edge from views from the north.

Other changes to this layout included a tweak to the density/scale of the central route through the site – the density and scale of buildings to the northern part of this route, adjacent to the development edge, was reduced so that there would be a ‘tapering’ of building heights and density through the central part of the development from the south to the north.



## 4.0 *Illustrative Proposals*

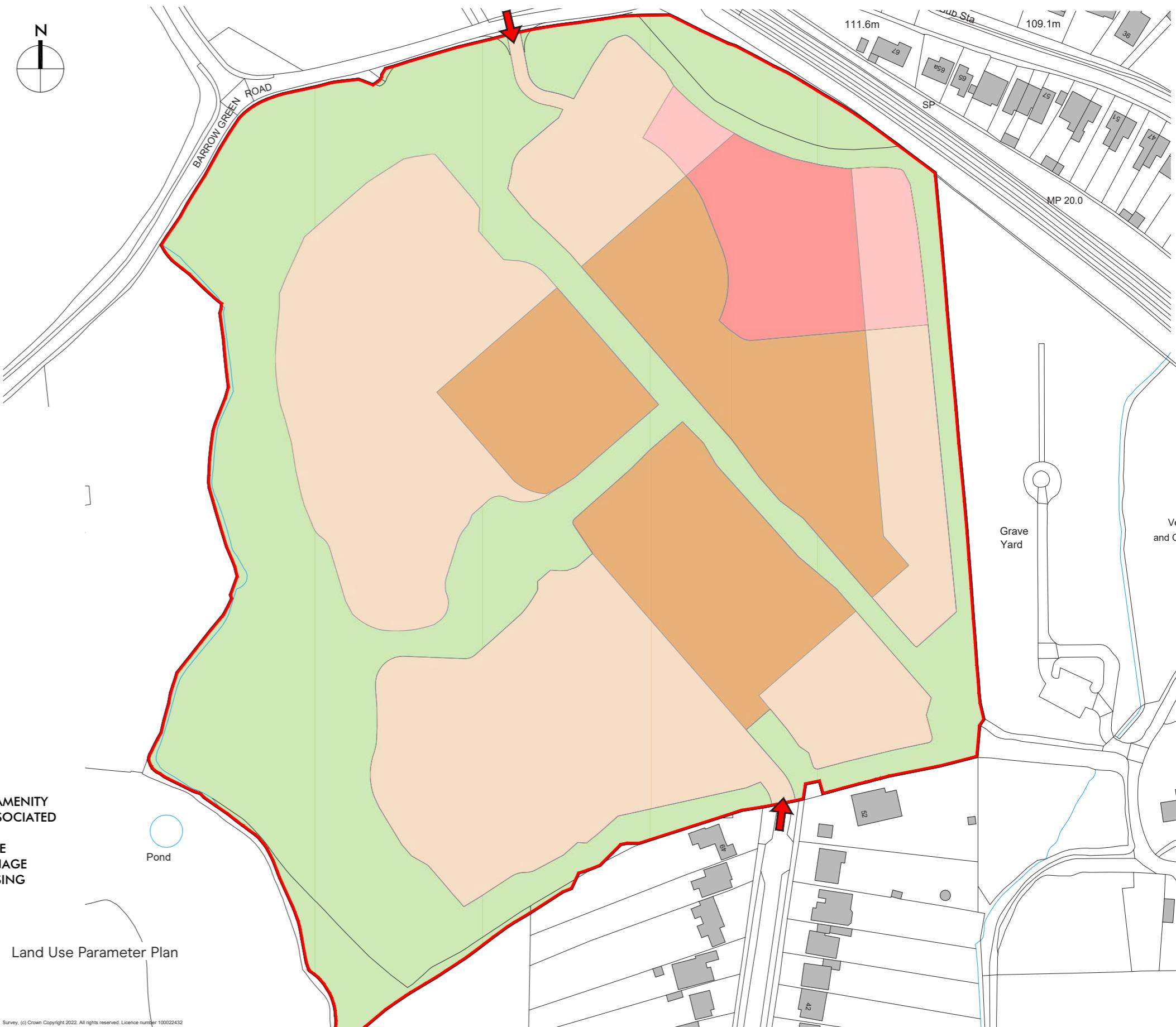
## 4.1 Land Use Parameter Plan

A Land Use Parameter Plan has been produced and is submitted as part of this Outline planning application. It outlines the specific uses proposed for the site; Class C2 residential, Class C3 residential, Green Infrastructure, and access locations.

As per the framework and initial Illustrative Masterplan options, the location of the Extra Care Home has been relocated to a location which is felt to be suitable in landscape and townscape terms whilst close to the main access from Barrow Green Road.

The strategy for building heights is that the outer edges of the development are limited to two storeys in height, whereas the central part of the development can include buildings up to two and a half storeys

- PLANNING APPLICATION BOUNDARY LINE
- ➡ ACCESS POINTS
- RESIDENTIAL USE - USE CLASS C3 - UP TO 2 STOREY (TO INCLUDE ROADS & ASSOCIATED INFRASTRUCTURE AND INCIDENTAL AREAS OF OPEN SPACE)
- RESIDENTIAL USE - USE CLASS C3 - UP TO 2.5 STOREY (TO INCLUDE ROADS & ASSOCIATED INFRASTRUCTURE AND INCIDENTAL AREAS OF OPEN SPACE)
- RESIDENTIAL USE - USE CLASS C3/C2 - UP TO 2 STOREY (TO INCLUDE ROADS & ASSOCIATED INFRASTRUCTURE AND INCIDENTAL AREAS OF OPEN SPACE)
- RESIDENTIAL USE - USE CLASS C3/C2 - UP TO 2.5 STOREY (TO INCLUDE ROADS & ASSOCIATED INFRASTRUCTURE AND INCIDENTAL AREAS OF OPEN SPACE)
- GREEN INFRASTRUCTURE - TO INCLUDE PUBLIC OPEN AND AMENITY SPACE (INCLUDING EQUIPPED CHILDREN'S PLAY AREAS); ASSOCIATED LANDSCAPING AND ECOLOGICAL ENHANCEMENT WORKS; FOOTPATHS, CYCLEWAYS; DRAINAGE, UTILITIES AND SERVICE INFRASTRUCTURE; EXISTING TREES/HEDGES; EXISTING DRAINAGE DITCH; GREEN INFRASTRUCTURE MAY ALSO INCLUDE CROSSING POINTS OF ROADS;



## 4.2 Illustrative Masterplan

An Illustrative Masterplan has been prepared that indicates a development for the site that conforms with the principles of the Framework Masterplan and the proposed parameters for development.

Over the next few pages, further information is provided outlining the design decisions made for the Illustrative Masterplan and providing further information and analysis outlining how the proposals comply with the site specific parameters.

The Illustrative Masterplan incorporates a mix of building typologies that are suited to the character and density proposed for the site. The process outlines how many dwellings could be proposed within the development whilst complying with the parameters on development area, building heights, and public open space serving the residents.



## 4.2 Illustrative Masterplan

The Illustrative Masterplan has been established around the design principles advocated by the concept and framework designs and the layout evolution as outlined in section 3. Some more detailed points providing further design justification of the Illustrative Masterplan are outlined over the next two pages.

1. *Landscaped open space proposed around existing pedestrian and cycle access via public right of way, connecting with Court Farm Lane;*
2. *Linear green route comprising of existing PRoW within tree lined green corridor including swales for surface water drainage;*
3. *All built form along linear green route designed to front directly onto the route to maximise activity and overlooking of route and promotion of sustainable travel modes into central Oxted;*
4. *Nodal junction in centre of development joining linear route with green street leading to main vehicle arrival on Barrow Green Road. Key focal buildings designed to hold corners of space and provide frontage to both routes leading onto the nodal point;*
5. *Dwelling density and scale dissipates to the north along the linear route to reflect the outer edge of the development and rural setting;*
6. *Main vehicle access into development from Barrow Green Road;*
7. *Low density detached dwelling frontage orientated to face towards northern edge and arrival space;*
8. *Tree lined green street through northern development area;*
9. *Proposed location for Extra Care Home – built form should be located to front onto key corner and street frontage with rear of site reserved for landscaped private gardens backing onto boundary with adjacent burial ground;*
10. *Residential 'lane' style streets 'siding' onto eastern edge to provide appropriate treatment to boundary – some limited surveillance and overlooking of adjacent footpath route whilst respecting sensitive edge with burial ground;*



Illustrative Masterplan

## 4.2 Illustrative Masterplan

11. Secondary vehicle access into site from Wheeler Avenue, providing access to the southern development parcels only;
12. Arrival space designed around new access from Wheeler Avenue with opportunities for new planting;
13. Existing mature tree retained and treated as a landscape asset within the design of the open space centrally located to the development; surrounding dwellings to face towards the tree whilst respecting RPAs;
14. Opportunity for green corridor through the development area forming a link from the outer edge of the site through to the linear PRoW route;
15. Landscaped buffer area proposed as public open space with opportunities for SUDs attenuation;
16. Informal pedestrian routes through southern area of open space potentially design as 'boardwalk' style routes to ensure they can be used all year round;
17. Area of public open space where development edge set back from northern boundary, allowance for new tree planting within space to provide natural screening of new development from views from the north and north-west;
18. Lower density dwellings proposed facing towards the outer edges of the site along the landscape buffer to the west and north; mainly detached houses with hipped roofs and parking/garages to the side to provide gaps in the street scene and reduce massing of new built form facing the development edge, good natural surveillance.



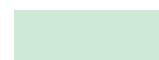
## 4.3 Settlement Appraisal

The new development would form an extension to the settlement of Oxted, but sits comfortably within the existing settlement with the current area extending further north along Gordons Way and Chalkpit Road.

In addition, the grain of the development suits the site's immediate setting, with the figure ground indicating a 'looser' pattern of built form than surrounding streets. This is a reflection of the wide streets and spaces that have been designed into the illustrative masterplan to allow for new planting to grow and screen the development from views into the town from the north-west.



Site Boundary



Master Park



Photo looking across Master Park from Church Lane

Figure-ground diagram of local area including proposed masterplan



## 4.4 Illustrative Street Hierarchy

The layout provides a hierarchy of streets that will provide residents and visitors to the development with a clear distinction between different street types. The key pedestrian (and cycle) route of the existing Public Right of Way has been placed as the highest priority to ensure this route has minimal road crossing and offers a safe and direct route to the edge of the site and onwards towards the town centre.

- Existing PRoW - suitable width for pedestrian and cycle users offering direct route towards the town centre;
- Informal Pedestrian routes - linking the public open spaces and offering a circuitous route through the landscape buffer;
- Green Street - Extending from the main vehicle access off Wheeler Avenue into the centre of the development, a tree lined street with opportunity for street planting within a landscaped verge;
- Tertiary Streets - providing access into the residential areas;
- Edge Lanes - proposed where the dwellings overlook the outer landscape buffers or where roads may run parallel with the PRoW central to the site. The intention is for a shared surface to minimise the width and amount of hard standing.



- • • • Existing PRoW
- Informal Pedestrian Routes
- Green Street
- Tertiary Street
- Edge Lane



## 4.5 Illustrative Dwelling Sizes, Tenure and Typology

### Illustrative Dwelling Sizes

The illustrative masterplan provides an indication of how the development could be designed. Within this an indicative mix of units spread has been proposed, with dwelling sizes as per the adjacent diagram and accompanying indicative split of dwelling types.

The housing ranges from small one and two bedroom apartments, which given the close proximity to the town centre would suit the sustainable aspirations of the site, along with a number of larger three and four bedroom family homes. The larger family homes are proposed to be located in lower density areas such as the outer edges of the development.

The illustrative mix is;

1 & 2 Bed Flats = 26%

2 Bed House = 18%

3 Bed House = 42%

4 Bed House = 14%

Total = 190 dwellings

### Illustrative Tenure

Affordable housing is proposed at 50%, surpassing the required 34%, and has been strategically integrated throughout the development. The affordable housing split will be in accordance with the latest SHMA through the provision of affordable rent and shared ownership.

Affordable Rent = 76%

Shared Ownership = 24%

### Illustrative Housing Typology

The different building typologies across the illustrative masterplan propose that the denser building types are generally located away from more sensitive parts of the site, such as the outer landscape edge or to the southeast around the new open space connecting with St. Mary's Church.

However, the design team have proposed that some denser building types are proposed in specific locations, such as providing frontage onto the existing PRoW, which will offer a good level of natural surveillance to ensure this is a safe route for pedestrians/cyclists to the town centre.

Lower density types of buildings, such as detached houses, are suggested around the edges of the site with parking set between the dwellings rather than in front, to minimise massing along these edges.



Illustrative Masterplan

## 4.6 Illustrative Scale & Massing

The majority of buildings across the illustrative masterplan have been proposed as two storeys in height, with opportunity for some buildings at two and a half storeys in height within the centre of the development. This is in compliance with the Land Use Parameter Plan.



Artist's impression of illustrative masterplan proposals, viewed from north of the site looking back towards St Mary's Church and Master Park

## 4.7 Illustrative Landscape Strategy

The Illustrative Landscape Strategy for the Site was informed, assessed and has evolved through a thorough analysis of the Site and its context. The illustrative site layout on which the strategy is based, seeks to develop a scheme which has landscape at its forefront, where the housing is subservient to the framework of planting that envelops it.

The scheme has been driven by the desire to create a development that carefully respects the character and fabric of the surrounding trees and woodlands that form the inherent character of the site, whilst creating a sense of place that is both distinct but also carefully integrates within the existing urban fabric of Oxted, such that the development can be seen as a natural extension of the existing settlement.

A variety of landscape types will be utilised to compliment the proposed dwellings and underpin the biodiversity strategy for the site, including extensive use of formal hedge planting and ornamental shrubs to plot frontages, all of which will assist in defining the varied character of the edges of the development overlooking the proposed open space edges.

The proposed housing has been sited to step-off from the boundaries to ensure the trees are adequately retained and new open space peripheries are designed as a natural, informal landscape, of meadows and scrub margins, with significant new tree planting, which will greatly improve the wildlife value of the site. The landscape scheme has been developed in partnership with the appointed ecologists to achieve a scheme that seeks to maximise biodiversity benefit.



Illustrative Landscape Strategy Plan