

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 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:



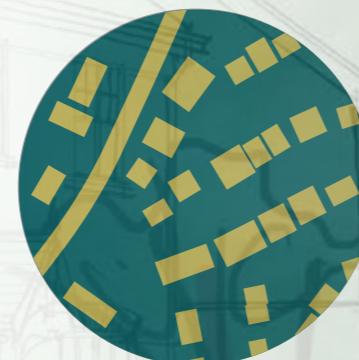
Delivery of a new community in an extremely sustainable location close to central Oxted



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.

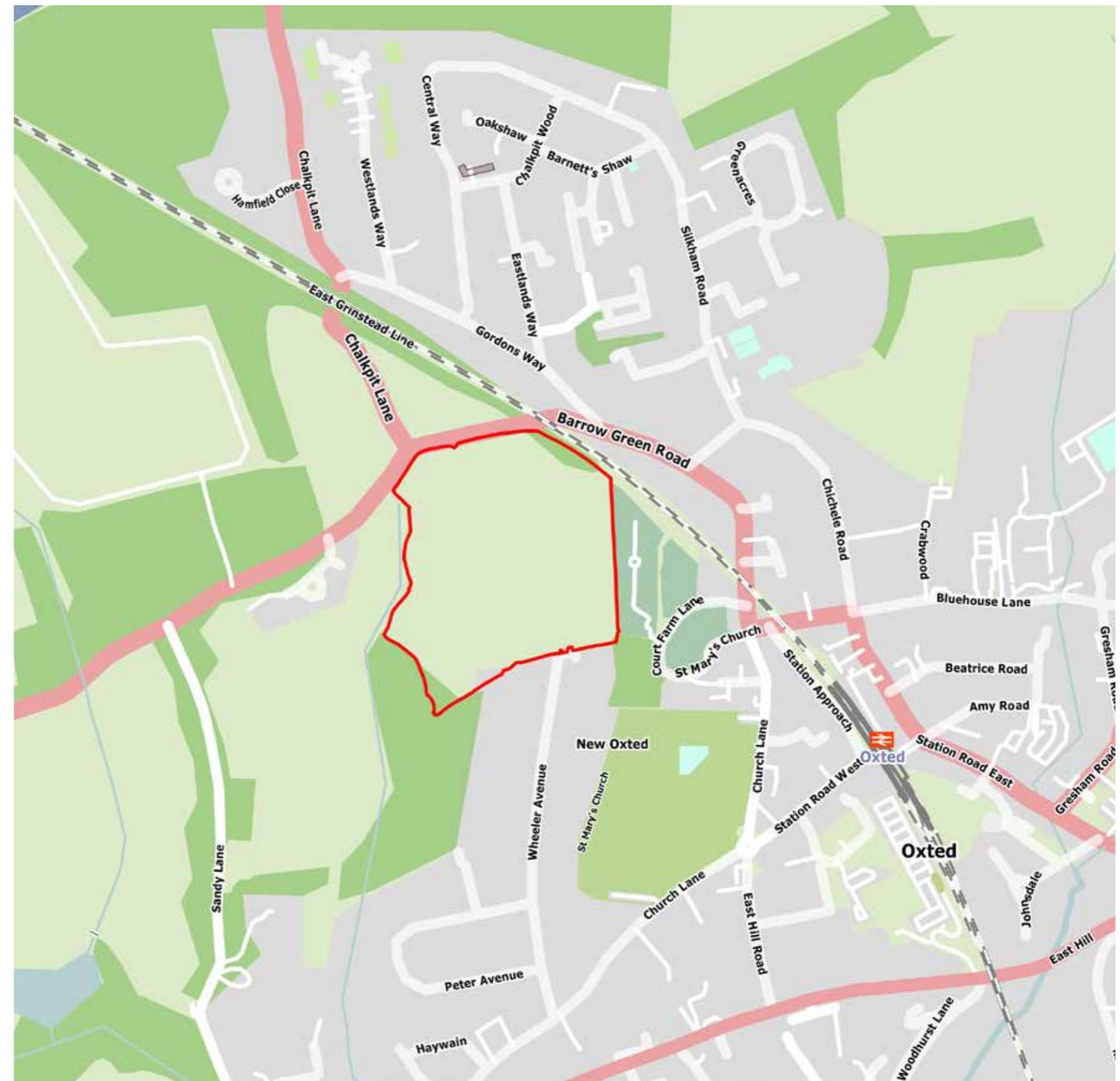
The site adjoins two existing roads

- 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, has a large children's play area and holds seasonal events. The District's largest racket sports club, Limpsfield Lawn Tennis Club, is around 20 minutes walk from the application site.

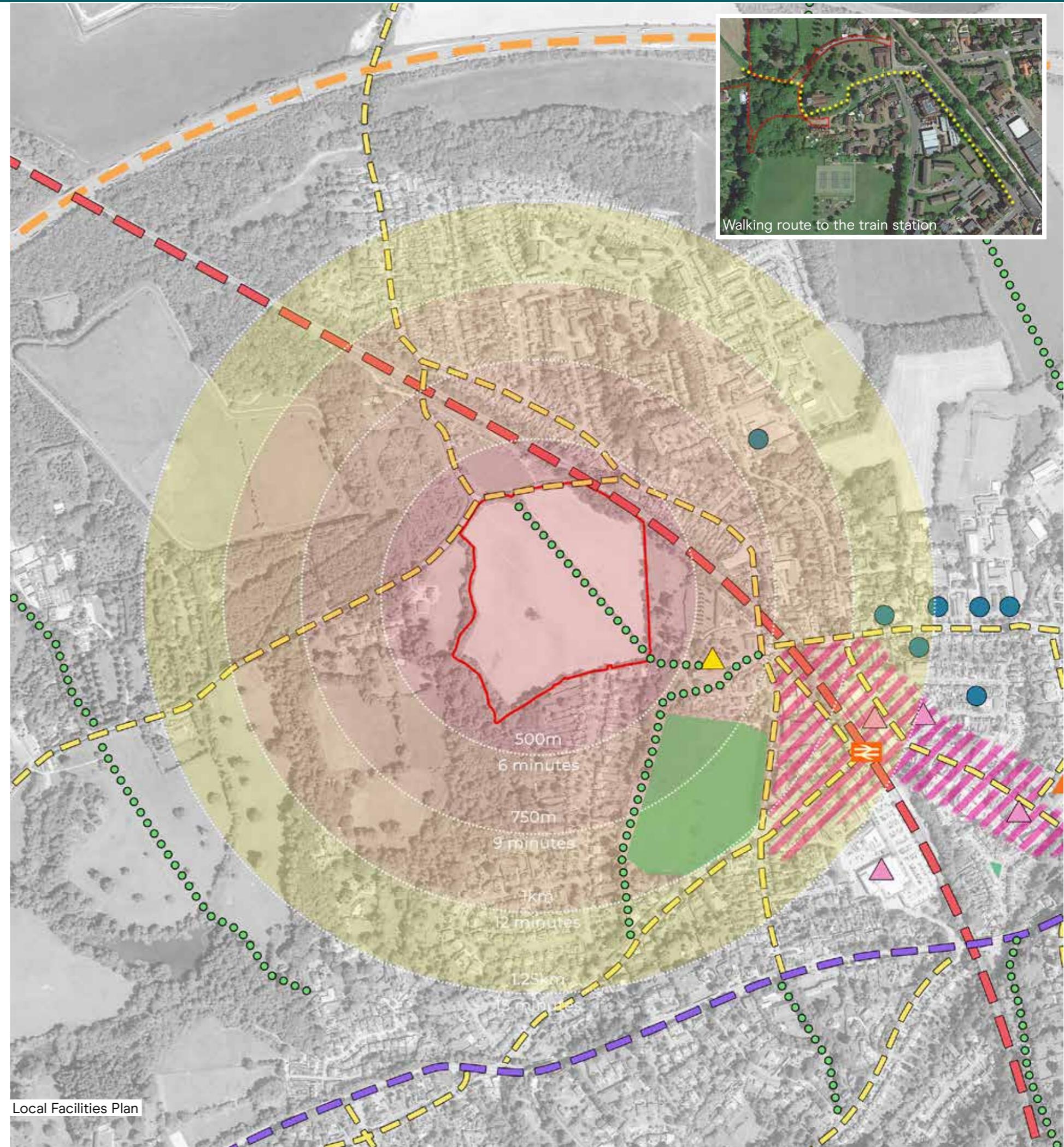
Oxted railway station mainline railway station provides trains to East Croydon, London Bridge and London Victoria.

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

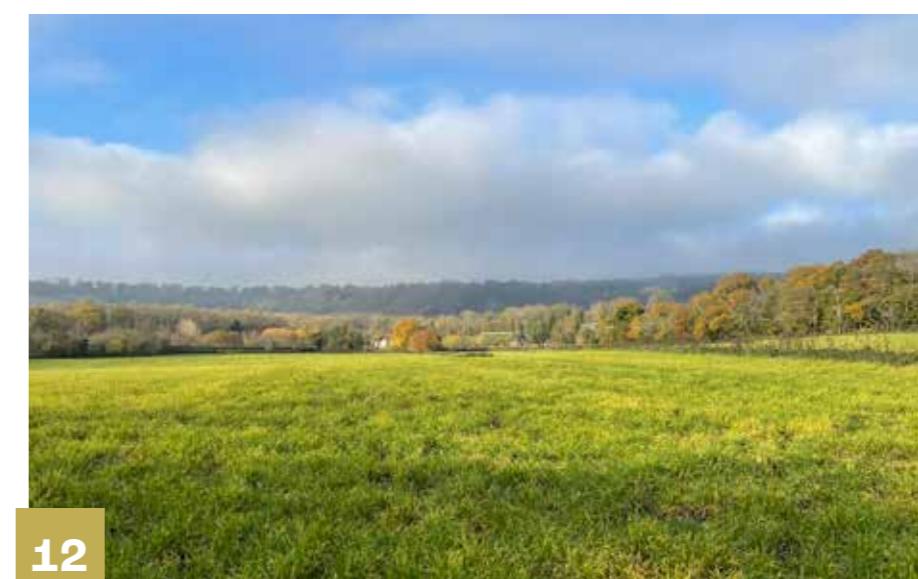
The northern edge of the site adjoins Barrow Green Road, with the junction Chalkpit Lane to the north-west. The boundary of the site is formed by a hedgerow with the road on the other side.

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.





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



Wheeler Avenue



Peter Avenue



Peter Avenue



Peter 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.

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.

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

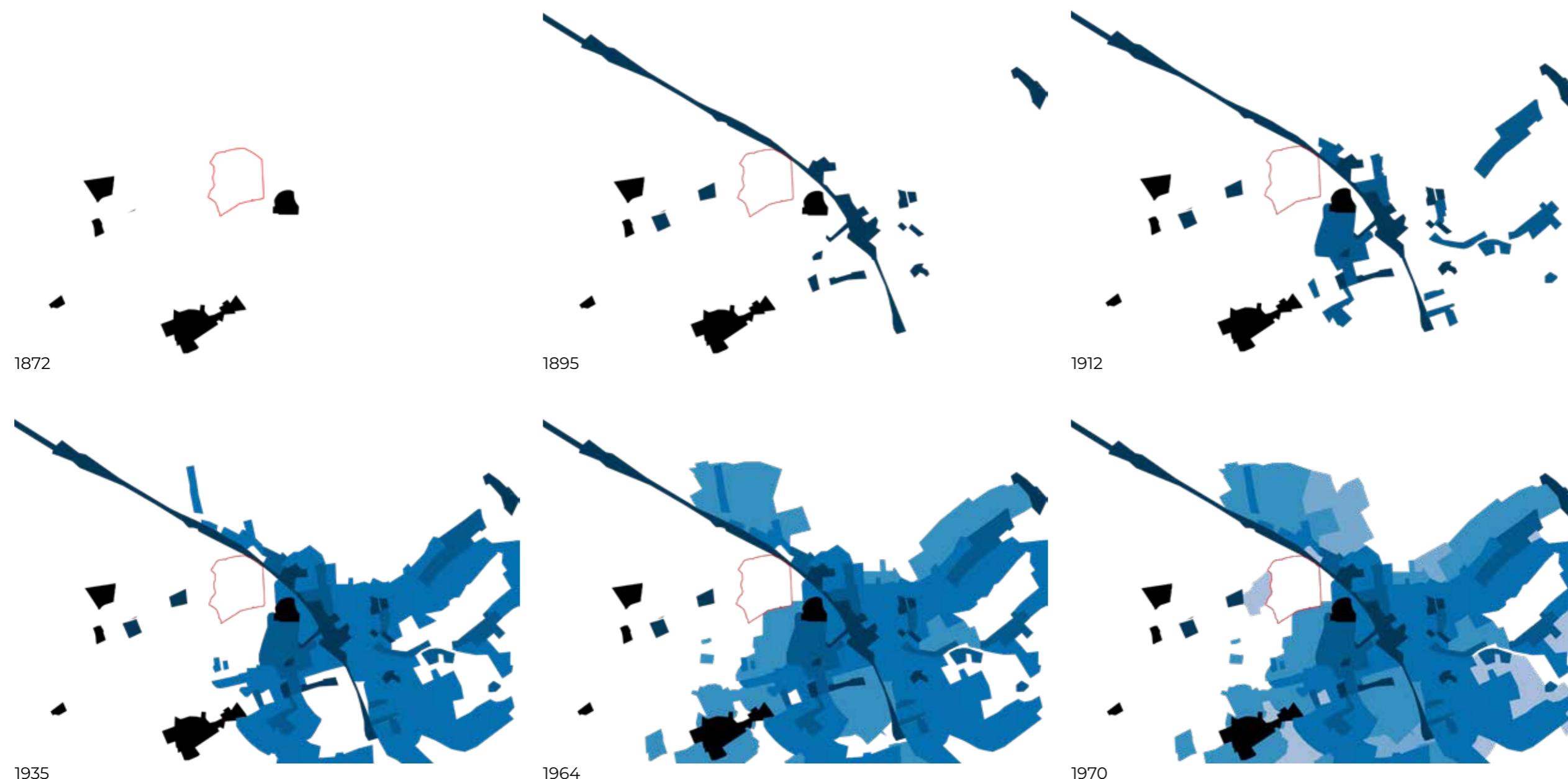


Church Lane



Oxted Community Hall

2.6 Settlement Evolution



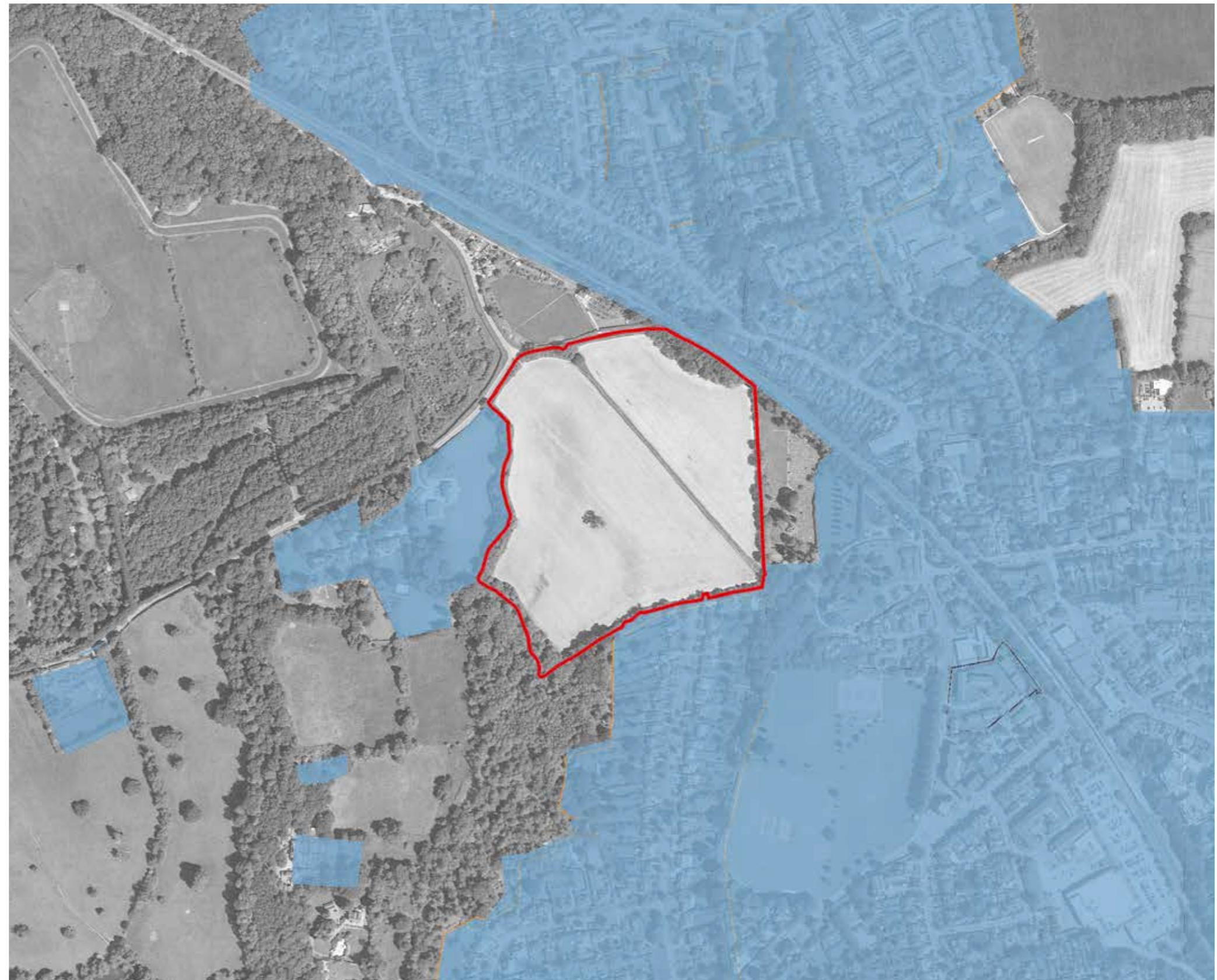
The first written mention of what later became Old Oxted is in an Anglo-Saxon charter of 862 AD, and it is listed in the Domesday Book of 1086. St. Mary's Church has its origins in that era. Noticeable growth begins when the original town was joined by the development that sprang up around Oxted railway 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 Silkham 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.



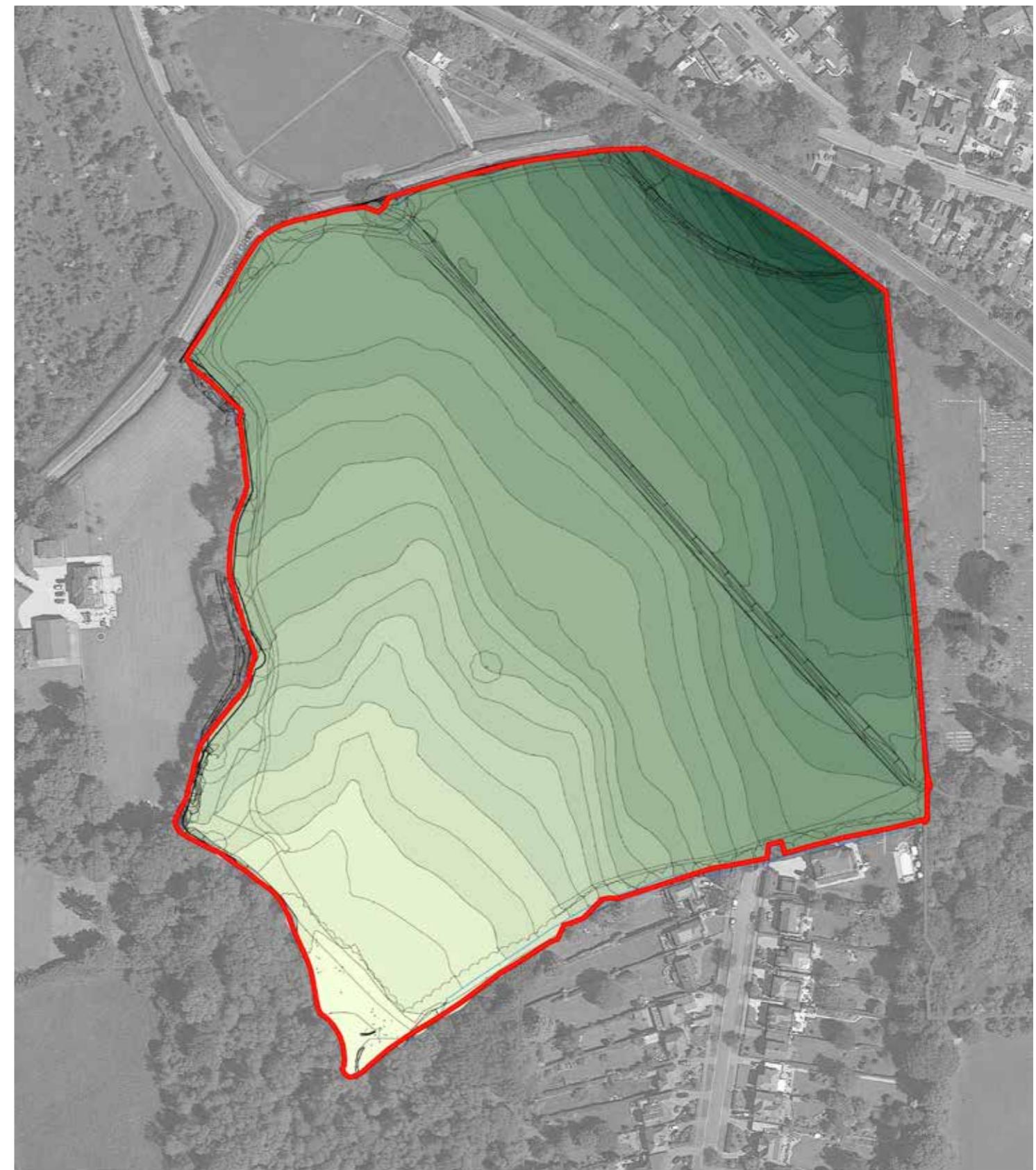
2.9 Topography

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.

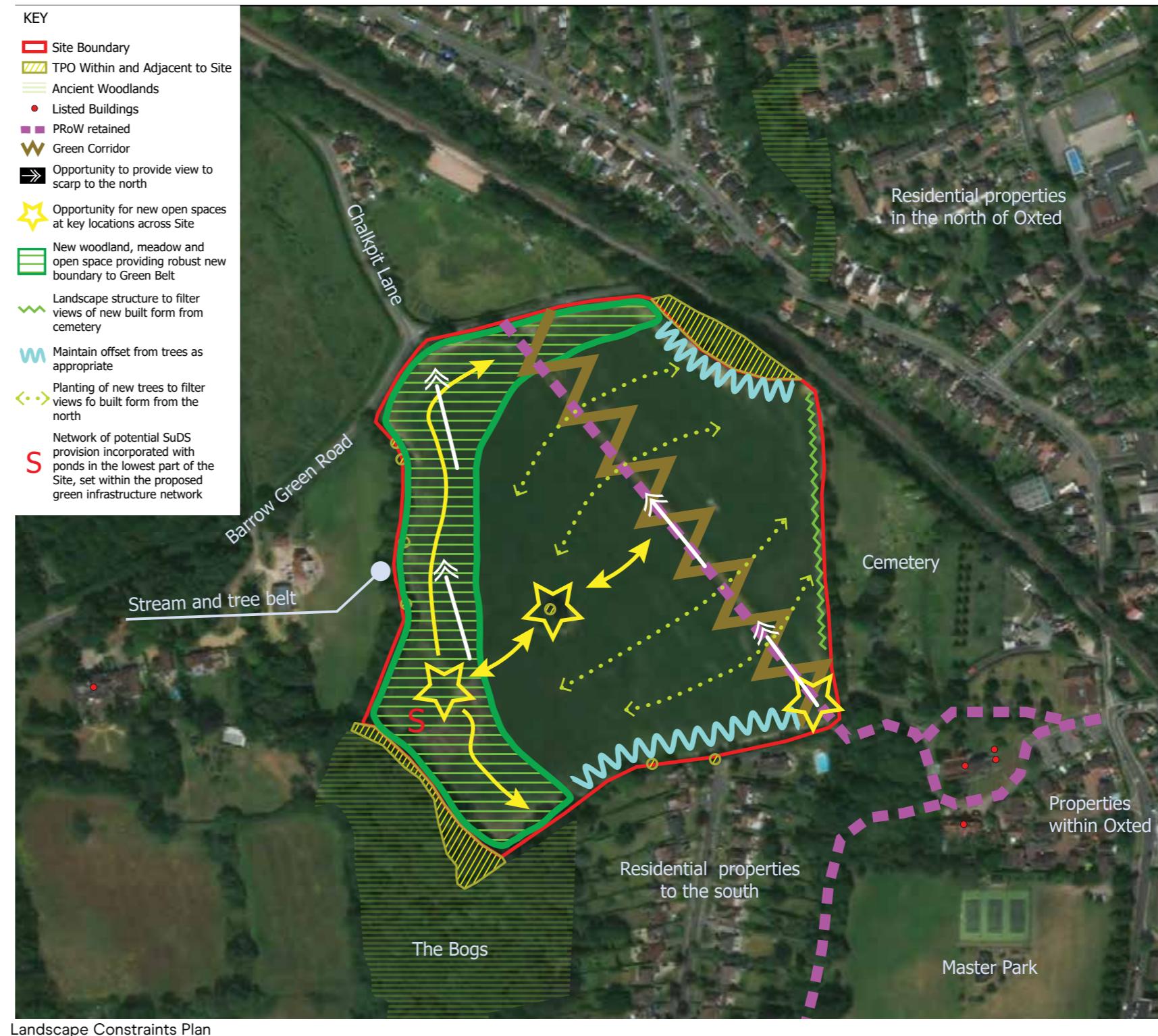
Although the Site is not subject to any landscape designations which denote value, the Surrey Hills National Landscape (AONB) lies approximately 600m to the north and the Site forms part of the setting of the National Landscape. The Site is discernible in the wide, panoramic views from within the National 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.

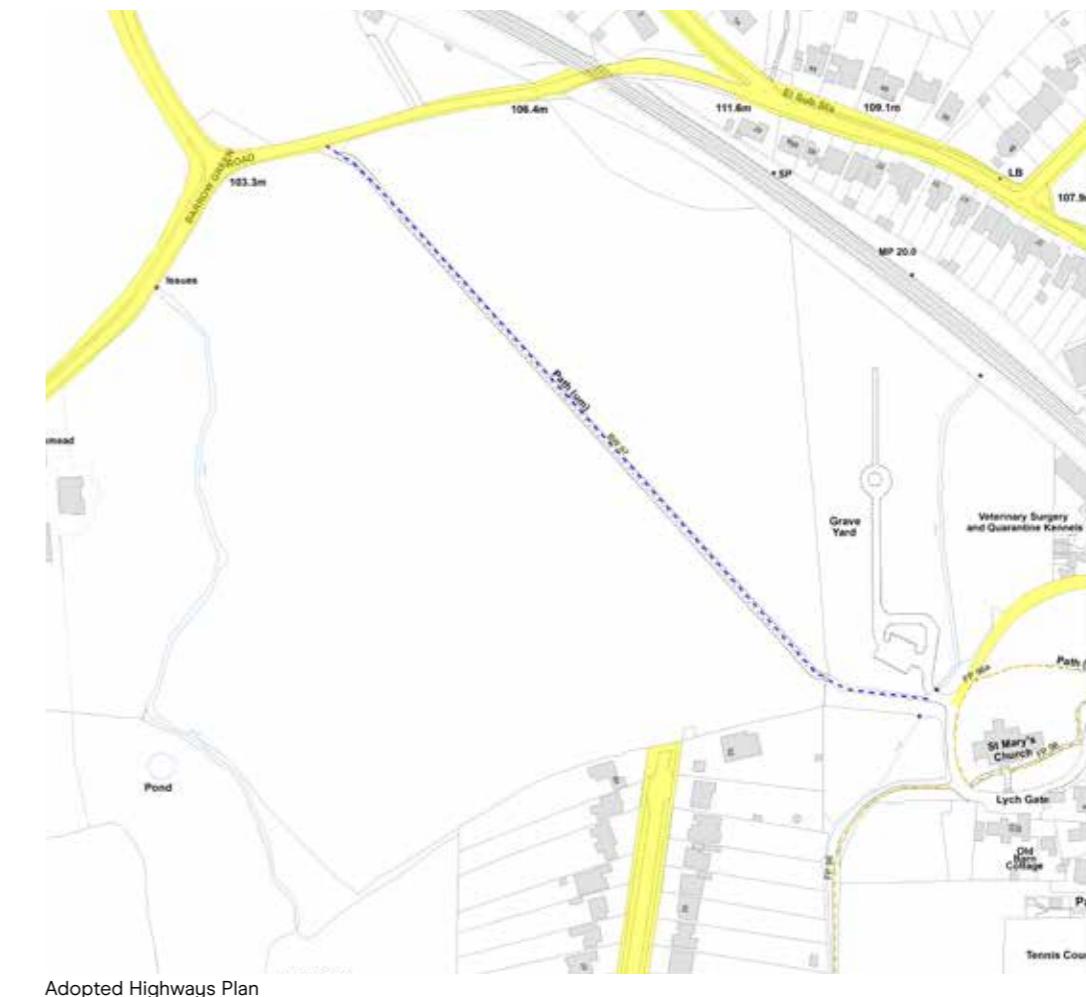
Wheeler Avenue

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.

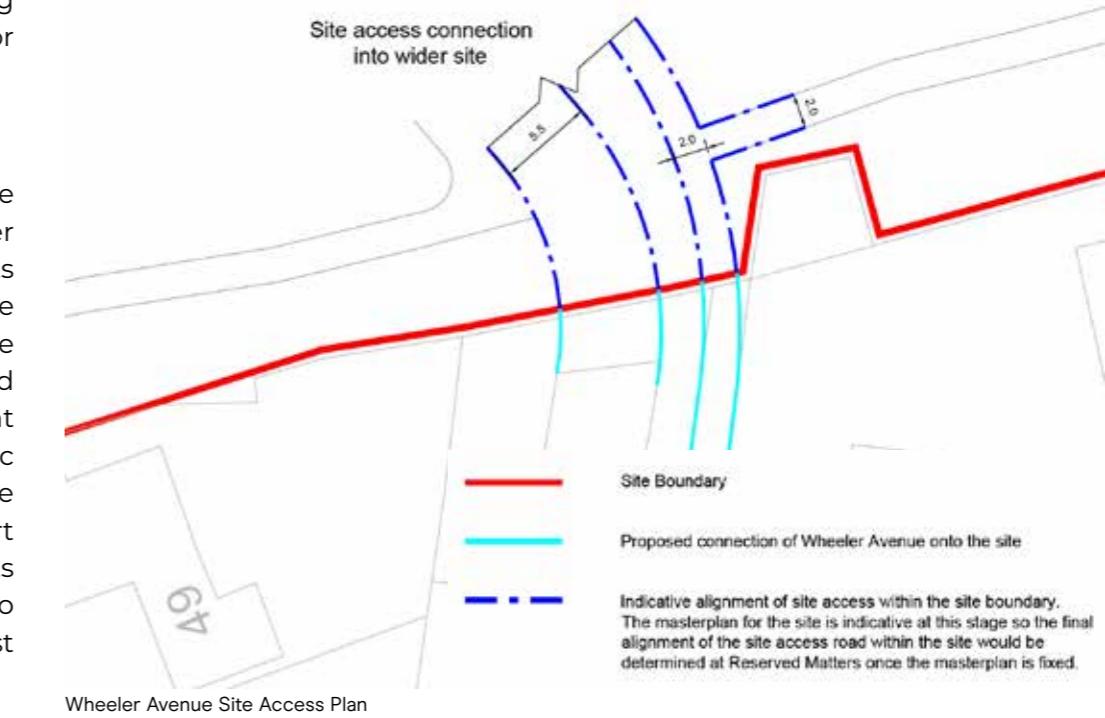
A proposed site access from Wheeler Avenue would result in the continuation of the existing carriageway in the northern direction. This site access would be deliverable within the highway boundary and the Client's land ownership. The site access would include a 5.5m wide carriageway and a footway width 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.



Adopted Highways Plan



Wheeler Avenue Site Access Plan

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.

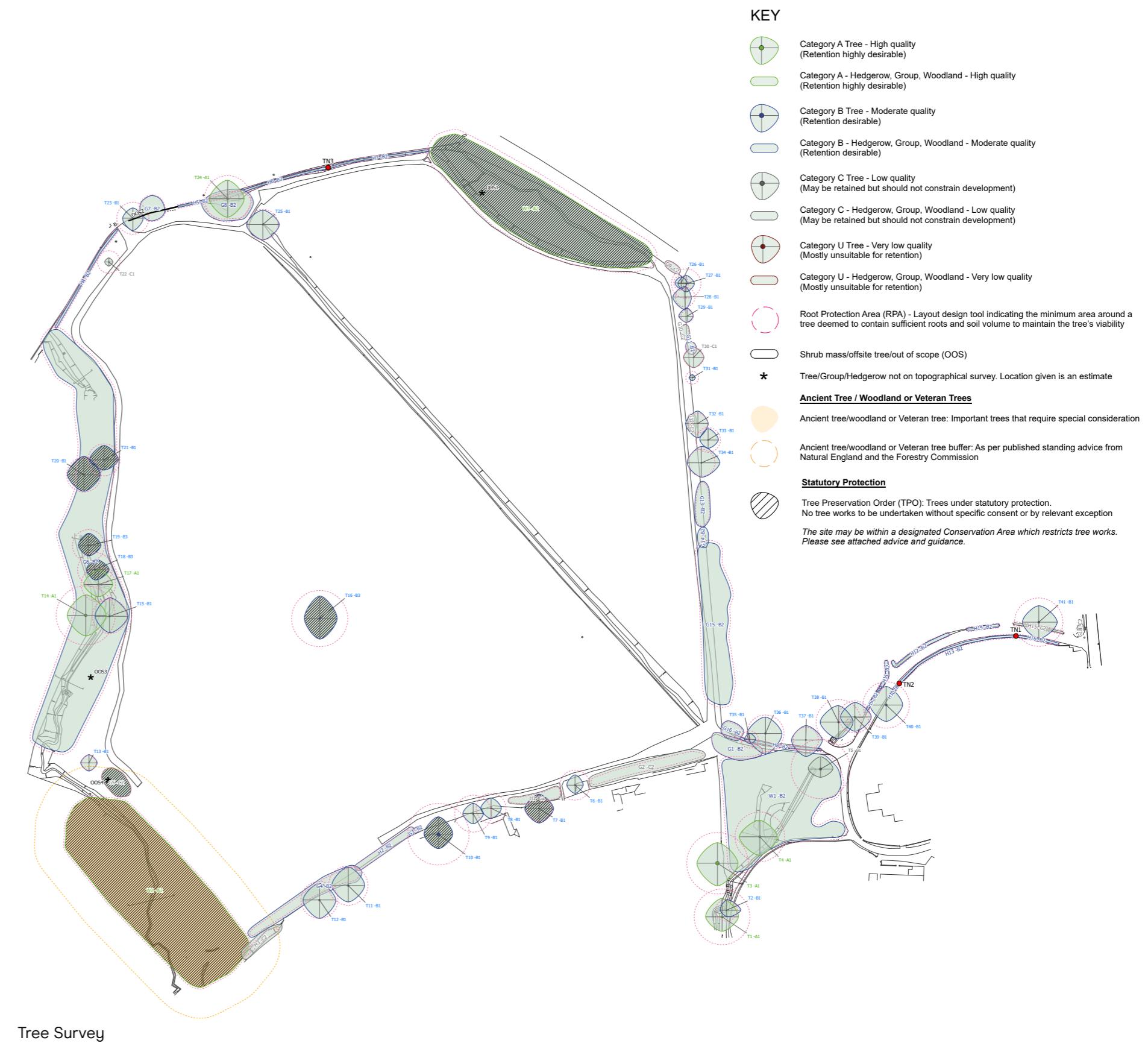
The age and species present vary across the trees, as too does tree health with some trees growing vigorously whilst others are in a declining condition. Overall the composition and condition of the tree stock associated to the site is typical for a site of this nature.

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.



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.

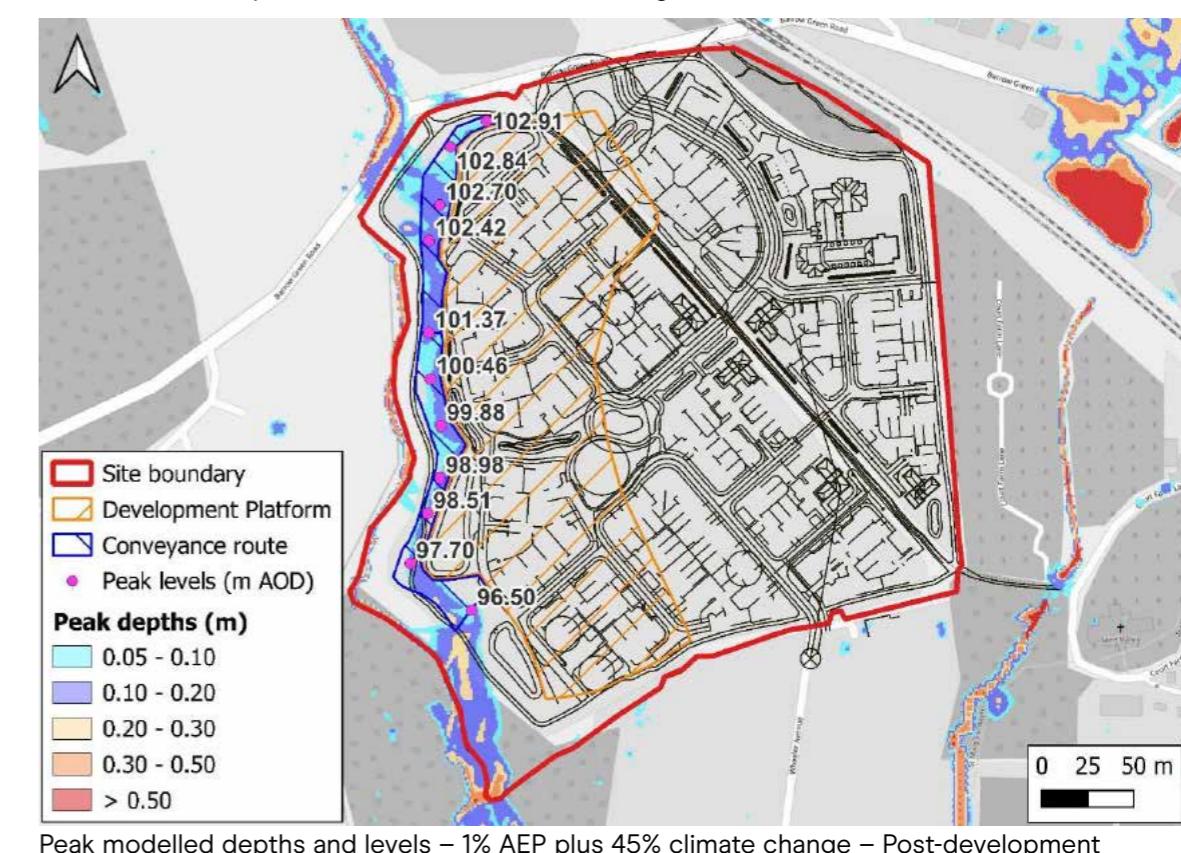
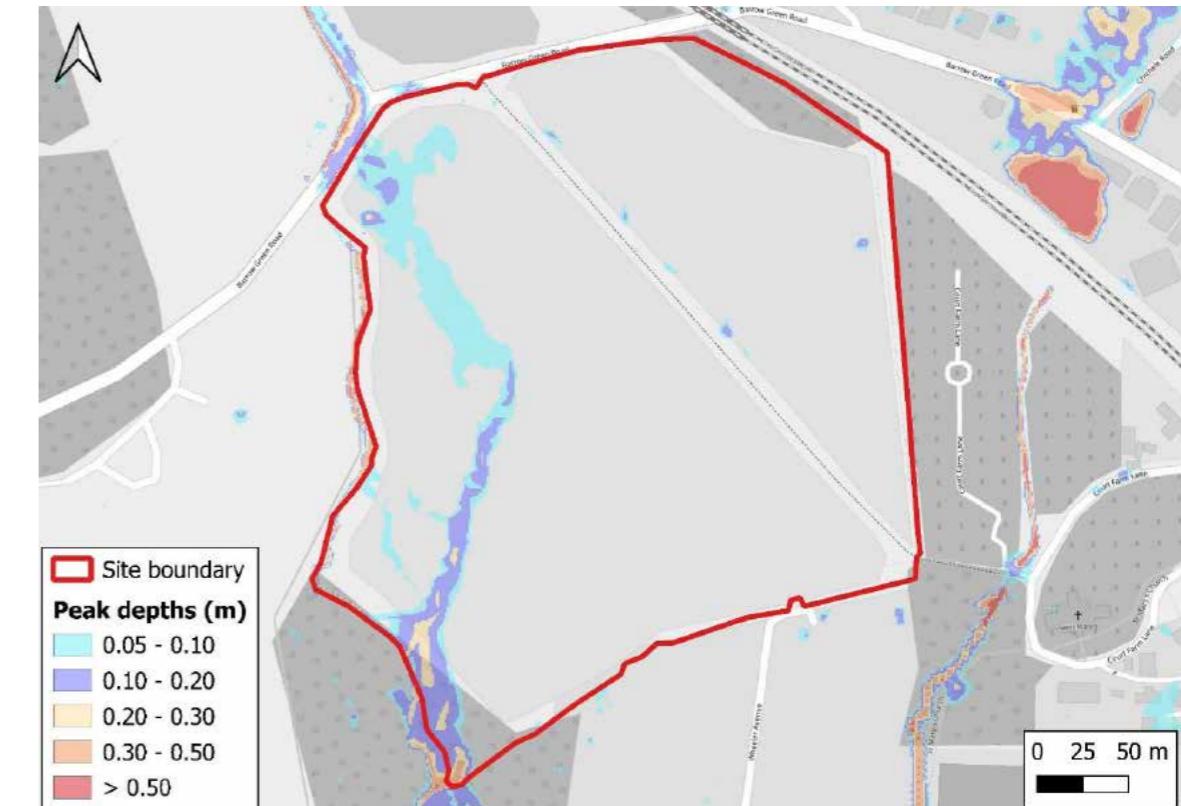
SURFACE WATER DRAINAGE CONSIDERATIONS

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

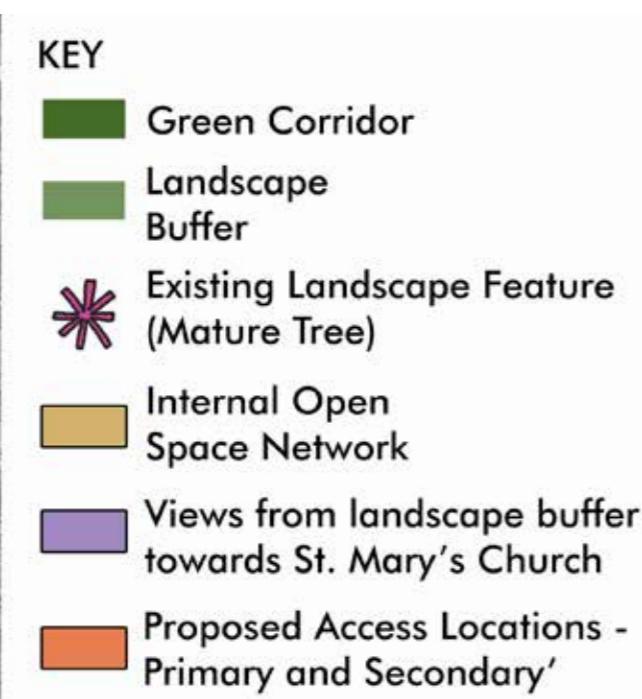


3.0 *Design Evolution*

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.



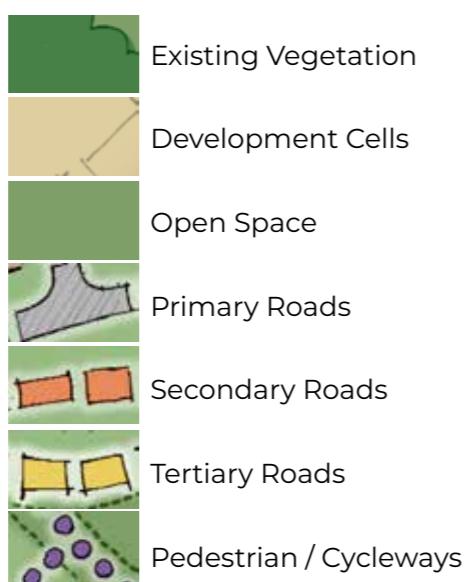
Concept Plan

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.

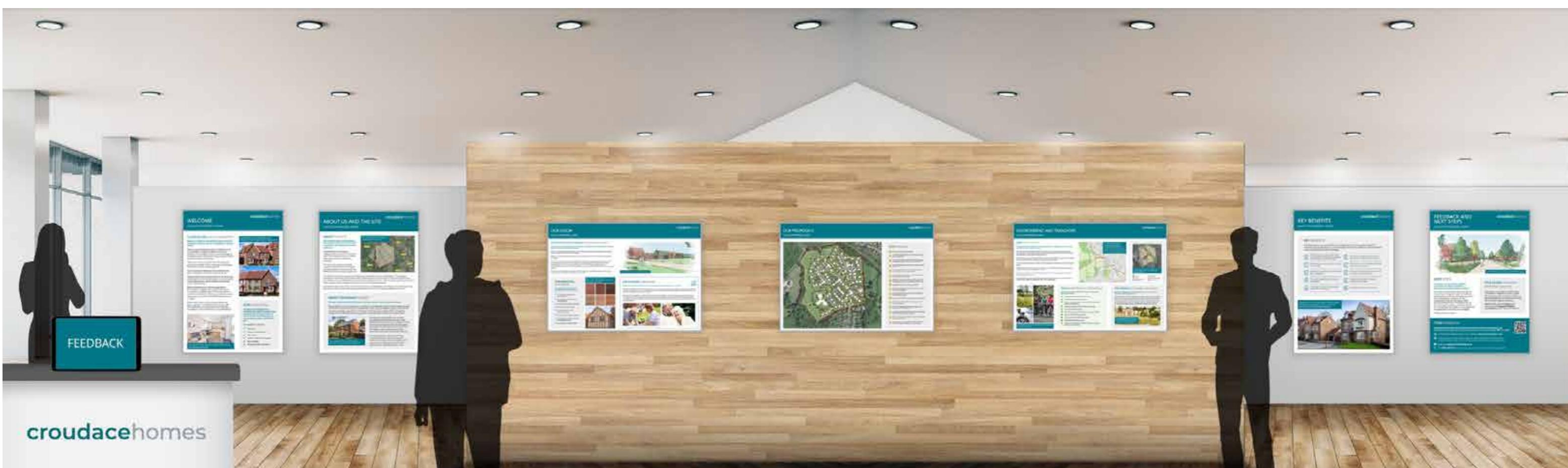
Both phases were promoted with a community newsletter or flyer, which also included details on how residents and other important local stakeholders could request paper copies of the plans along with a feedback form and return postage if they were unable to access the internet. This was to ensure everyone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

Illustrative Masterplan



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.

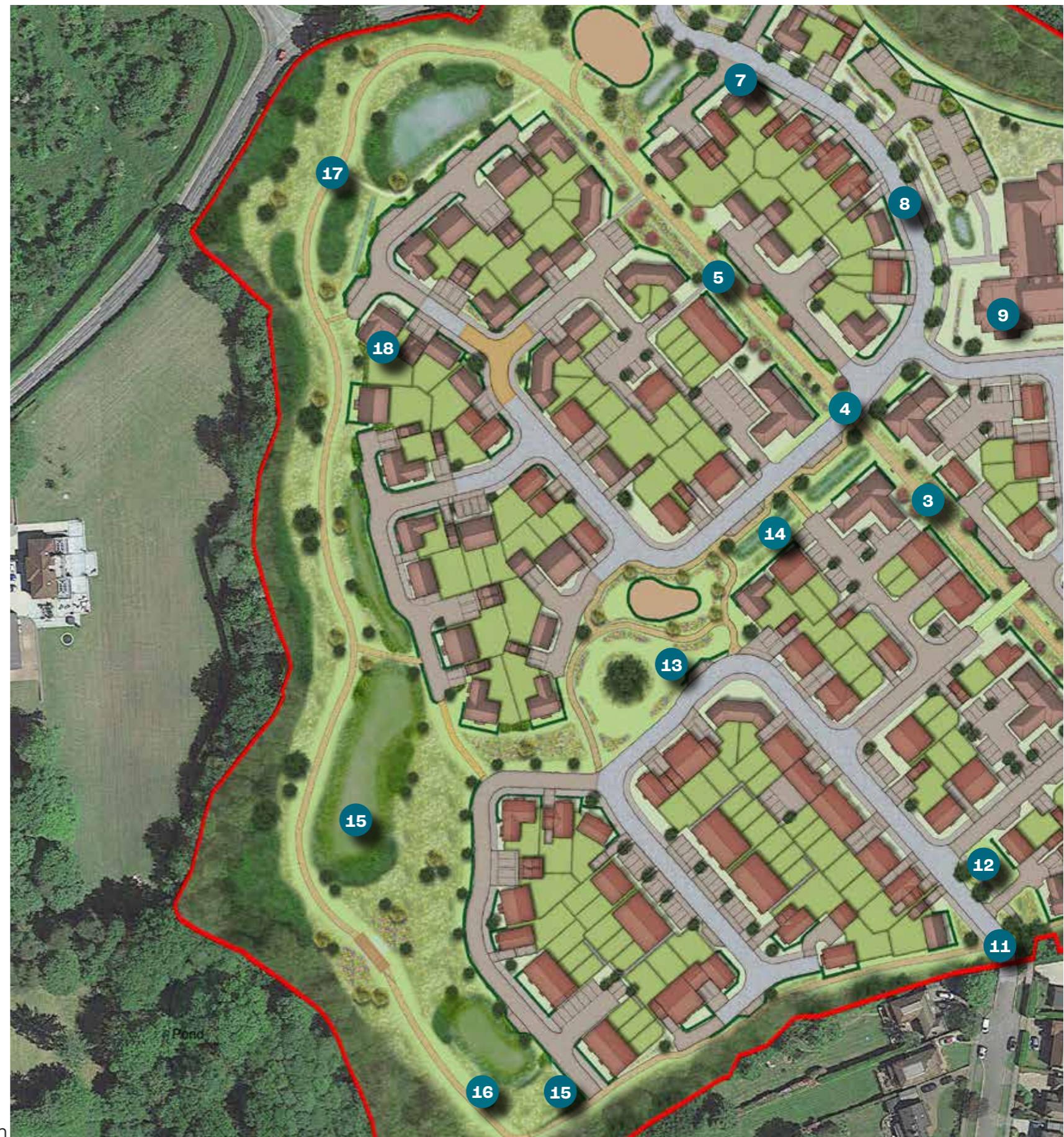
1. *Landscaped open space proposed around existing pedestrian and cycle access via public right of way, connecting with Court Farm Lane;*
2. *Linear green route comprising of existing PRoW within tree lined green corridor including swales for surface water drainage;*
3. *All built form along linear green 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.



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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

4.7.1 Key Landscape Principles

IDENTITY



Carefully reference the character of the adjacent area with a suitably landscaped frontage to Barrow Green Road, strengthening of the existing boundary planting to the east alongside the existing cemetery and an appropriate treatment of the southern entrance to the site abutting Wheeler Avenue.

NATURE



Provision of a high-quality, multi-functional public realm, with open space wrapping around the western and northern edges of the development, penetrating deep into the heart of the development along a significant green corridor to draw the open space into the centre of the scheme.

RECREATION



Include areas for play, informal recreation, relaxation and social interaction. Sensitively accommodate the route of the existing Public Right of Way (PROW) passing through the site, set within a linear green corridor.

CONTEXT



Create an appropriate edge to the existing settlement, through the inclusion of a linear open space along the western boundary, with supplementary planting to screen views of the new housing from the west and along Barrow Green Road.

PLANTING



Wherever feasible, protect, enhance and strengthen the existing framework of landscape features on Site. Maximise opportunities for street tree planting, especially along main green street.

BIODIVERSITY



Accommodate sustainable forms of drainage (SuDS) within the western open space and at the site frontage as a gateway into the Site, with features designed to be both visually attractive, ecological diverse and fit for purpose.



4.7.2 Landscape Strategy Explained

- 1 Mown footpaths through species rich grassland
- 2 Species rich hedging to provide edge condition to private drives
- 3 Clipped native hedging alongside private drive to enclose frontages and provide suitable interface with open space beyond
- 4 Groups of native thicket to supplement woodland planting blocks
- 5 Linear swales connecting between SuDS basins to convey stormwater
- 6 Recreational footpaths, 2m wide,
- 7 Species-rich meadow margins to western open space
- 8 Board-walk over damp areas of the site to support use of path all year around
- 9 Infill planting of native trees to strengthen boundary with graveyard
- 10 Mown path around site on existing route
- 11 Existing route through woodland, bark chip surface
- 12 Tree-lined street along main access road
- 13 Post and rail timber fence to control access into the existing woodland on



4.7.3 Key Landscape Areas

Arrival Space to the Site

New tree and hedgerow planting along the Site boundaries, can be planted to create a soft development edge with the adjacent countryside and existing development.

Plant feature trees to add focal points within the street scene as you enter the site. Street trees planted to create character and add legibility to the layout. Interface with Barrow Green Road to consist of new native hedge set behind a rustic timber fence with equally spaced trees.



Western Public Open Space

Existing boundary features will be retained and enhanced with new native woodland, thicket and tree planting. The western part of the Site will be laid-out as a semi-natural area of open space, incorporating new species-rich meadow grassland creation, native tree and woodland edge planting.

A recreational walking route will be created through the open spaces which link across the Site. New Sustainable Drainage (SuDS) features will be created all over the site as well as swales. This allows water run-off to attenuate on Site before being released slowly into the existing watercourse. In some areas the basin will be over-deepened to create new permanent wet areas, allowing the creation of new pond habitats, which would enhance the surrounding biodiversity and create an attractive and varied design. The base and sides of the basins will be sown with native wildflower and grasses and planted with wet thicket species.

4.7.3 Key Landscape Areas

Linear route (along PROW)

The existing public footpath which crosses the central part of the Site will be retained, with housing typically orientated to overlook them, to provide passive surveillance. This existing network of routes will be enhanced by extensive new recreational footpath provision. While the planting of the open spaces will be focused on native species which respect the existing on-site habitats, a wider range of ornamental species will be used in this vicinity of the new housing.

Species will be selected which provide amenity value, and also benefit wildlife through varied structure and the inclusion of plants which benefit pollinating species. This ornamental planting will include flowering trees, bulbs and flowering meadows.



Central Open Space

A well-landscaped central green will sit at the heart of the development, focussed around the retained mature tree, incorporating parkland tree planting, seating, kick about space and a doorstep play area (SLAP).

The Central Open Space will incorporate recreational footpaths and create pedestrian links to other peripheral public open spaces.

Ornamental tree and shrub planting to soften the built development and provide an attractive streetscape, with swales and flowering meadows enhancing the space

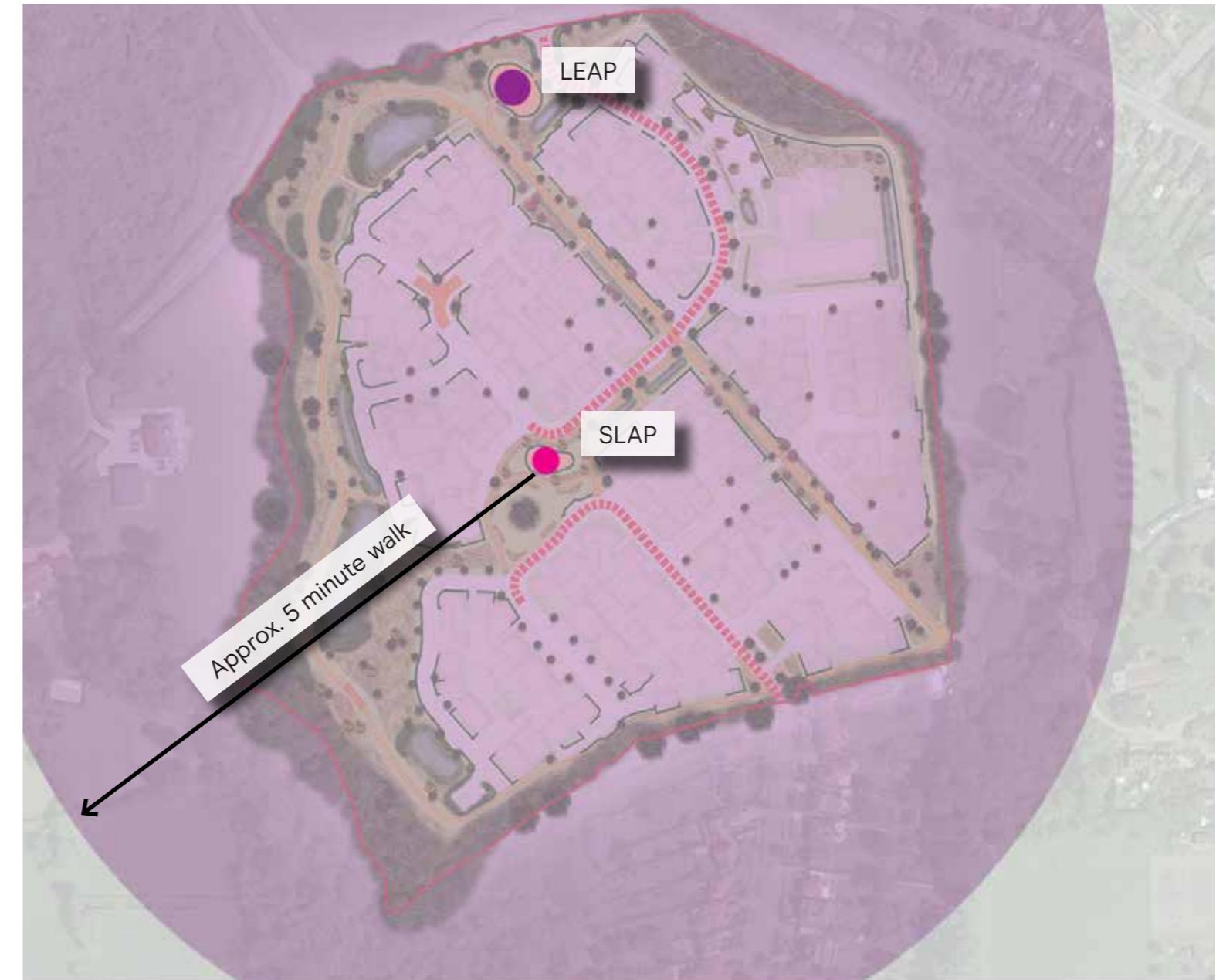
4.7.4 Play and Recreation Strategy

A range of play areas will be provided across the site to cater for varying age groups and provide engaging and challenging play experiences, with a natural timber feel in keeping with its location at the edge of the settlement.

A Locally Equipped Area of Play (LEAP) will be provided within the arrival open space to the north near the site arrival point. The LEAP will offer a variety of equipment targeted for ages 4-12 yr olds and encourage active and imaginative play. The new dwellings will be orientated to provide passive surveillance of the open space and play area.

A large area of public space is provide at the centre of the site, which include an equipped Super Locally Area of Play (SLAP), equivalent to 2No. Local Areas of Play (LAP), to provide dedicated toddler play on site.

The play provision along the boundaries of the Site will have more of an informal character, comprising mainly timber equipment and natural play elements to respect the surrounding landscape character, whilst those in the heart of the scheme will have a more formal character utilising traditional play equipment, with greater colour and dynamic interest.



4.8 Illustrative Key Spaces

The concept design outlined a series of principles for the proposed development, and as part of this, the development of the Framework masterplanning process has identified a series of key spaces that are central to the emerging designs and aspirations to provide a high quality new development. These spaces will lead the formation of a set of character areas, upon which building and landscape typology, design and appearance should be specifically designed to suit each character area.

The key spaces across the development are as follows:

1. St. Mary's arrival – an intimate area of open space providing access with Court Farm Lane with buildings informally set around an area of open space to provide surveillance and frontage onto pedestrian route.
2. Central nodal space- junction of PRoW corridor with east-west green street; priority to be given to PRoW with road narrowing, change of surface and potential raised surface up to PRoW to reduce vehicle speeds and highlight pedestrian/cycle priority in this space.
3. Barrow Green arrival – arrival into development from Barrow Green Road across attractive landscaped space, with buildings set back from the main road to provide frontage and outlook onto open space.
4. Ash Green – 'linked' space around the mature Ash Tree to the centre of the site, with green corridor extending towards the PRoW and the southern landscape buffer.
5. Wheeler Avenue arrival – attractive space designed to incorporate new planting within a small landscaped space, with a collection of buildings placed around the space.
6. Woodland Edge - a 'contained' landscaped space with adjacent woodland along the western edge opposite the new built form, which will provide a rich and unique character to this part of the site.



4.9 Illustrative Character & Appearance

A set of character areas has been proposed across the development to ensure the design of the buildings and landscaping, and the application of materials can help convey character, assist wayfinding, and provide variety and visual interest around the development. Each character area should reflect the setting and immediate context, and the local vernacular of Oxted should be referenced within the building design to ensure the new buildings do not look out of place.

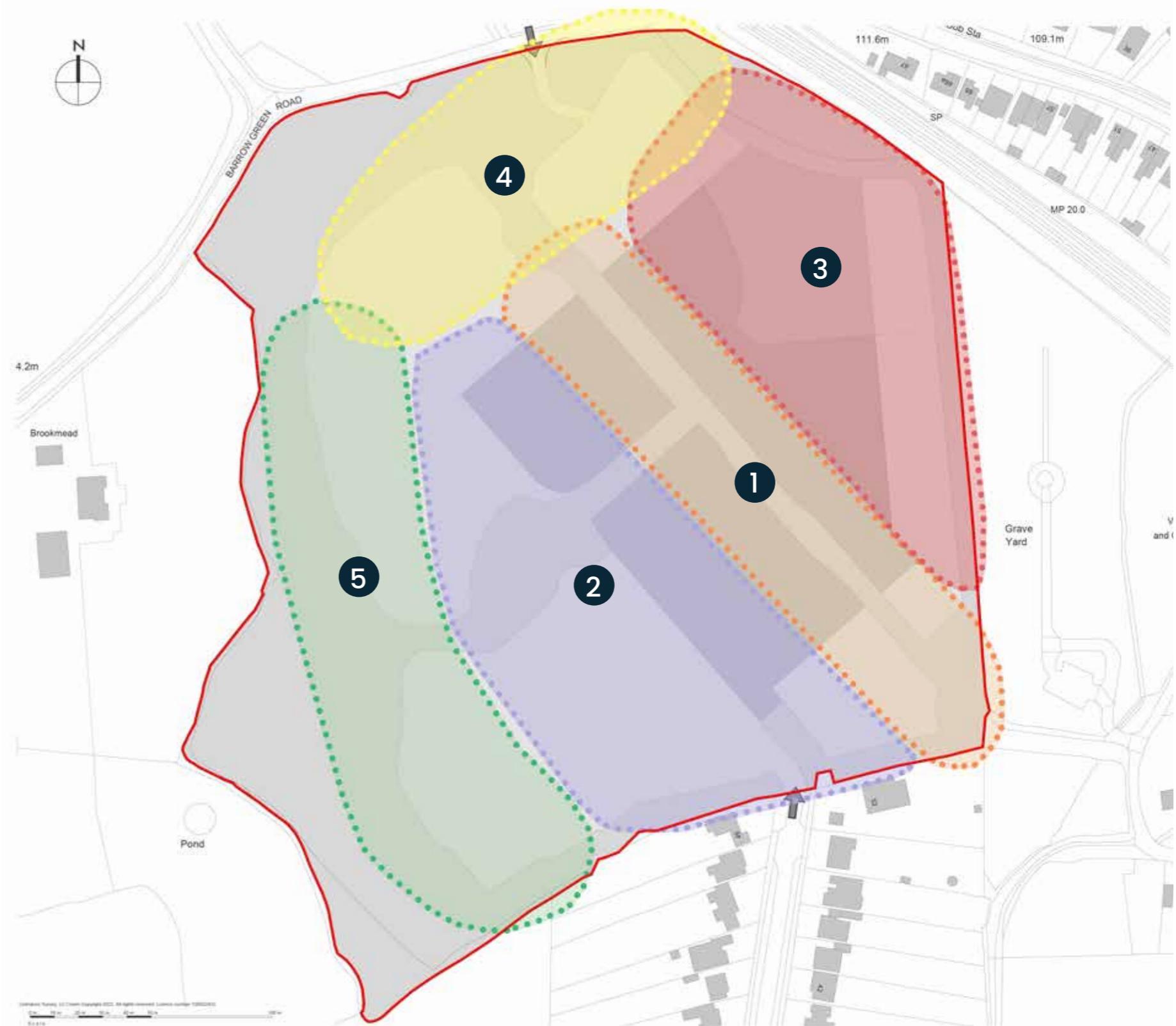
01 - St Mary's Path

02 - Ash View

03 - Northern Quarter

04 - Rural Edge

05 - Woodland Edge



Character Areas Plan

4.9.1 Materials & Colours

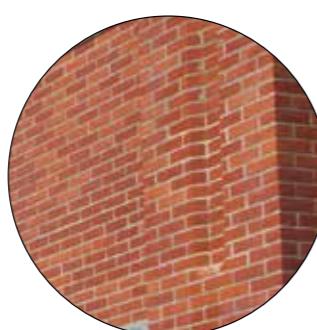
Indicative proposals for building colour and materials have taken reference to the findings of the character study of Oxted, noting prevalent materials and building details, along with proposing colours and materials that are suitable for this edge of settlement site with views to and from the adjacent countryside.

Therefore it is proposed that colours should be warm and muted tones such as reds and browns, suitable for edge of settlement locations that may blend in with the setting of the site adjacent to the countryside.

Red brick is the dominant material in Oxted, along with some uses of brown brick, multi stock brick and also patterned brickwork with tones of grey. Other materials found locally are extensive tile hanging, white render, and characterful use of Tudor boarding, in particular within the High Street. Roofs are all generally clay tiles in either red or brown colours.



Red Multi Brick



Red / Orange Brick



White Render



Tile Hanging



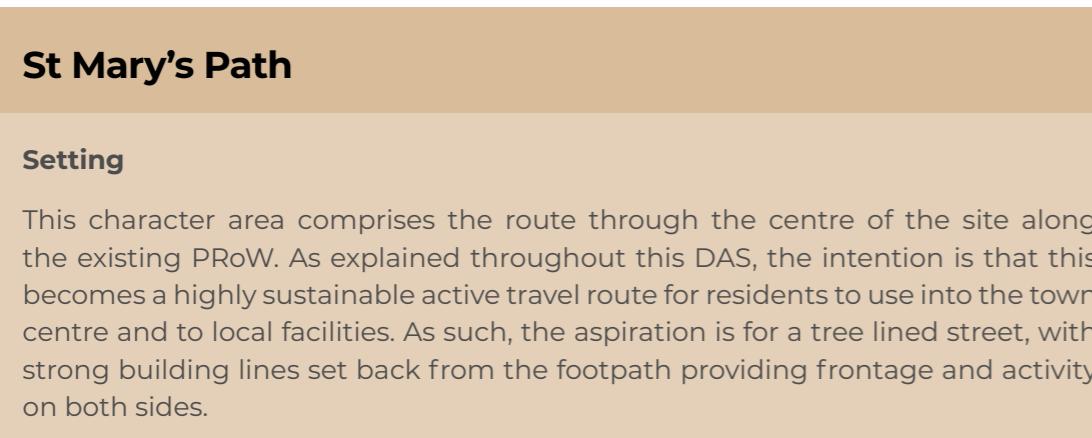
Clay Colour Roof



Brown Clay Colour Roof



4.9.2 Character Area 1 - St Mary's Path



Extract of Character Areas Plan



Precedent Example: Knights Park, Tunbridge Wells



Precedent Example: The Avenue, Saffron Walden



Local Example: East Hill Road, Oxted

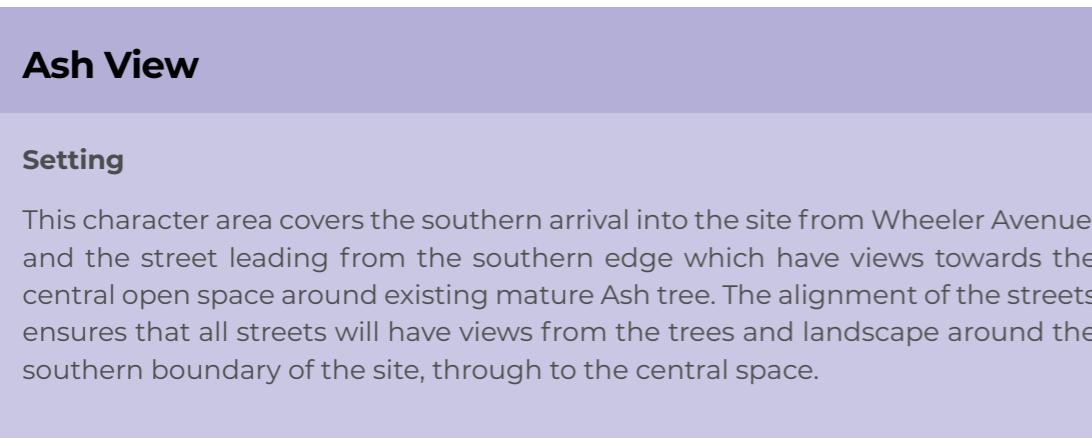


Precedent Example: Upton, Northampton

Illustrative View of St Mary's Path



4.9.3 Character Area 2 - Ash View



Extract of Character Areas Plan



Precedent Example: Horsted Park, Chatham



Precedent Example: Lawley Village, Telford



Precedent Example: Trumpington Meadows, Cambridge

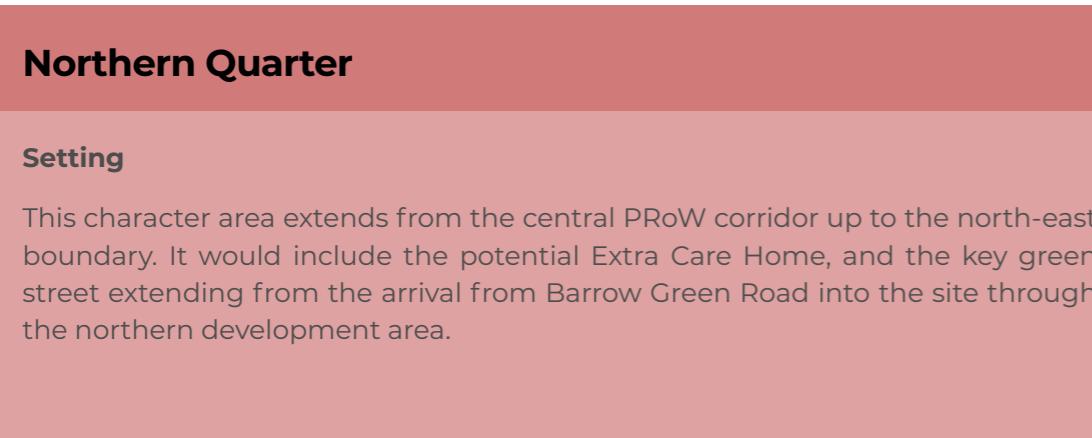


Local Example: Wheeler Avenue, Oxted

Illustrative View Of Ash View



4.9.4 Character Area 3 - Northern Quarter



Precedent Example: Sovereign Gate, Cheshunt



Precedent Example: Lawley Village, Telford



Precedent Example: Bolnore Village, Haywards Heath

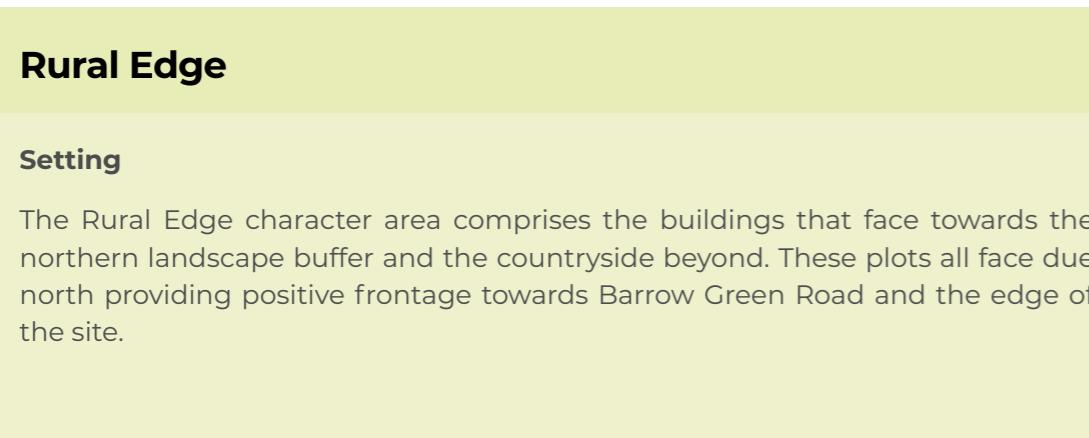


Local Example: Court Farm Lane, Oxted

Illustrative View Of Northern Quarter



4.9.5 Character Area 4 - Rural Edge



Rural Edge

Setting

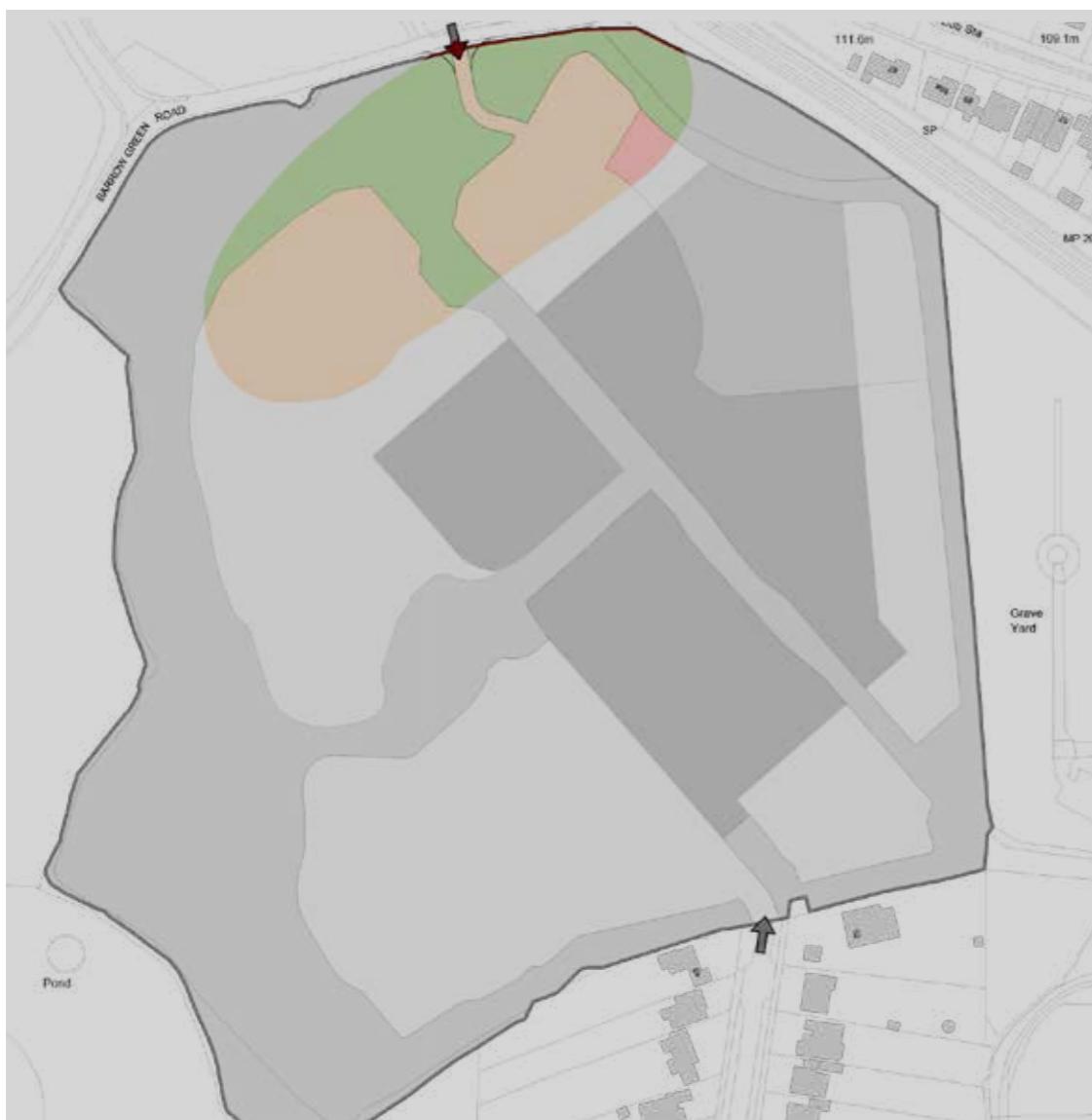
The Rural Edge character area comprises the buildings that face towards the northern landscape buffer and the countryside beyond. These plots all face due north providing positive frontage towards Barrow Green Road and the edge of the site.



Precedent Example: Lightmoor, Telford



Precedent Example: Bolnore Village, Haywards Heath



Precedent Example: Smarden, Kent

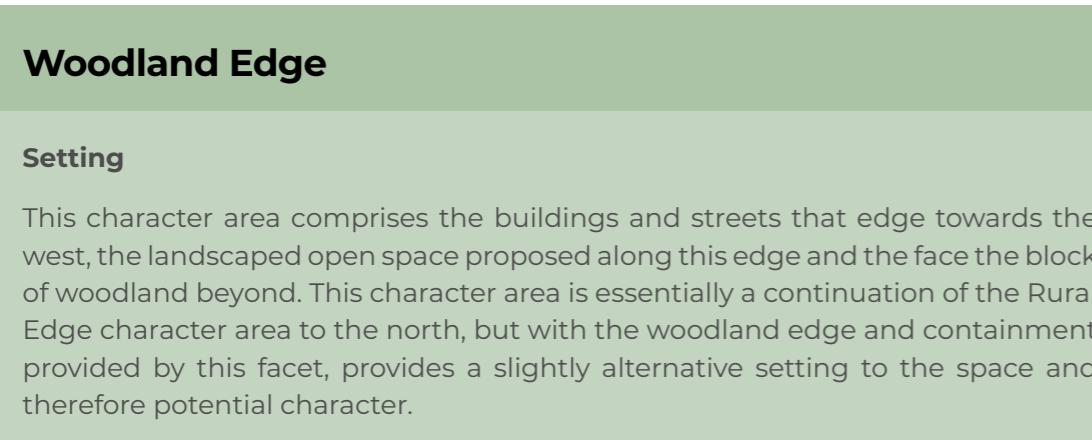


Local Example: East Hill Road, Oxted

Illustrative View of houses overlooking the Rural Edge



4.9.6 Character Area 5 - Woodland Edge



Precedent Example: Bolnore Village, Haywards Heath



Precedent Example: Edenbrook, Fleet



Precedent Example: Arborfield Green



Local Example: Chichele Road, Oxted

Illustrative View Of Woodland Edge



5.0 *Technical Appraisal*

5.1 Sustainability Strategy

Energy and Sustainability

A separate full Energy Statement has been prepared and is included with this application.

The methodology and energy hierarchy will accord with Council policy calculated in accordance with the Be Lean, Be Clean and Be Green stages.

The dwellings will be designed to exceed the Building Regulations requirements and seek to maximise the energy and CO₂ reduction through demand reduction measures.

A baseline assessment has been made using SAP calculations on a range of Croudace housetypes.



Waste Management

Croudace are part of the Considerate Constructors scheme and implement a site waste management program that will ensure the development has as minimal impact on the environment.



Security and Crime Prevention Measures.

The proposals have been designed to accord with Secured by Design Principles.

Dwellings are orientated to overlook the public realm and shared areas to provide a high level of natural surveillance and a strong robust system of boundary enclosure to the public realm will add to the security provision.



5.3 Secured by Design

The utilisation of Secured by Design principles as a fundamental part of the design process ensures that the proposals meet best practice for crime prevention.

The proposals can be submitted to the local Crime Prevention Design Adviser during the application process to understand thoughts on the layout and 'macro' issues regarding community safety around the site, such as active frontage, natural surveillance, boundary treatments.

National Guidance

The attributes of sustainable communities are identified which are of particular relevance to crime prevention within Safer Places: The Planning System and Crime Prevention. These attributes and how the development of the site responds are set out below:

Access and Movement

The development will achieve safer access and movement by ensuring that primary routes for pedestrians, cyclists and vehicles are direct and lead to where people want to go, with as little segregation as possible. Where footpaths are required, they are as straight and wide as possible and overlooked by surrounding buildings.

The movement framework is based upon a pattern of streets and shared spaces, removing the need for underused alleyways, short-cuts, footpaths and a large number of minor access points that can become vulnerable to, or facilitate crime.

Structure

The development is structured to give careful consideration to the relationship between existing dwellings with the proposed new houses.

As few as possible sides of the buildings will be exposed to the public realm. Active frontages will be provided onto streets a movement framework that focuses people and vehicles on to well defined routes. Defensible space will be provided by private or communal gardens that can only be accessed from the surrounding buildings.

Continuous frontages will also reduce the opportunities for graffiti on blank façades, such as gable ends.

Surveillance

Spaces will be overlooked by buildings or uses, with windows and doors facing onto the street where possible to create an active frontage with surveillance.

Ownership

A clear distinction will be provided between public, semi-private / communal and private spaces. This is achieved using appropriate demarcation such as fences, walls or hedges. Careful selection of these demarcations is proposed in order to achieve the appropriate aesthetic and feel for an area.

High fences, walls and landscape treatment that actively impede access are most appropriate in places that are vulnerable to crime, such as the back of dwellings, and have been provided accordingly. Railings and hedges will be used to signify the public / private divide.

Physical Protection

These security measures will be installed without compromising the quality of the local environment. Crime prevention measures that adversely affect the way a place looks and feels can undermine the aim of safe and sustainable communities.

Measures, such as grilles and barbed wire, are often unattractive and increase the fear of crime by suggesting that an area is unsafe.

The main aim for the development is to plan in security from the outset.

Activity

The public realm will be designed to ensure it is well overlooked by the surrounding properties, with habitable room windows ensuring surveillance throughout the day.



5.4 National Design Guidance

The NPPF (2024) makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The National Design Guide sets out ten characteristics which are based on national planning policy, practice guidance and objectives for good design as shown in the National Planning Policy Framework.

The ten characteristics are described opposite.



THE TEN CHARACTERISTICS

OUR RESPONSES

Context

- Understand and relate well to the site, its local and wider context
- Value heritage, local history and culture

Section 2 of this DAS provides a detailed analysis of the surrounding context of Oxted.

Identity

- Respond to existing local character and identity
- Well-designed, high quality and attractive
- Create character and identity

A Design Commitment document has been submitted alongside the planning application which proposes how the new development should reference the local character and provide the new development with a sense of identity.

Built Form

- Compact form of development
- Appropriate building types and forms
- Destinations

The Illustrative Masterplan in section 4 proposes buildings across the site that are suitable to the environment and the proposed new spaces that are being created. The Design Commitment document also provides guidance on what types of buildings are suitable within each character area.

Movement

- An integrated network of routes for all modes of transport
- A clear structure and hierarchy of connected streets
- Well-considered parking, servicing and utilities infrastructure for all users

Section 2 of this DAS provides an overview of the existing routes around the site and linking with the town centre. The proposals in section 4 illustrate how a proposed movement framework can work through the development.

Nature

- Provide high quality, green open spaces with a variety of landscapes and activities, including play
- Improve and enhance water management
- Support rich and varied biodiversity

The Framework masterplan illustrated in sections 3 & 4 is set around a series of strategic open spaces that link with the adjacent existing green infrastructure and pedestrian routes. The Green Infrastructure parameter plan safeguards these spaces, around which the new development can be set.

5.4 National Design Guidance

THE TEN CHARACTERISTICS	OUR RESPONSES
Public Spaces <ul style="list-style-type: none">• Create well-located, high quality and attractive public spaces• Provide well-designed spaces that are safe• Make sure public spaces support social interaction	The open space strategy and key spaces within this DAS and the accompanying Design Commitment document provide guidance on how the spaces could be designed as part of the illustrative masterplan, and ensure the spaces interact well with the surrounding new homes.
Uses <ul style="list-style-type: none">• A mix of uses• A mix of home tenures, types and sizes• Socially inclusive	The site is proposed for residential use only, along with a potential Extra Care Home, however there is a range of facilities in close proximity to the site in the town centre which provides a wide range of facilities and services, and also Master Park. A range of high quality new homes is proposed, noting at this stage the design of the site will be subject to a separate Reserved Matters application.
Homes & Buildings <ul style="list-style-type: none">• Healthy, comfortable and safe internal and external environment• Well-related to external amenity and public spaces• Attention to detail: storage, waste, servicing and utilities	The Framework masterplan ensures new development is set around a series of open spaces and other routes through the site, to provide a safe and well overlooked environment around which collections of new homes can be created. Internal layouts will be assessed at Reserved Matters stage.
Resources <ul style="list-style-type: none">• Follow the energy hierarchy• Selection of materials and construction techniques• Maximise resilience	An Energy and Sustainability Strategy is provided with the planning application which outlines what options are available to the new development and how at Outline level the masterplan provides opportunities for sustainable ideals.
Lifespan <ul style="list-style-type: none">• Well-managed and maintained• Adaptable to changing needs and evolving technologies• A sense of ownership	Section 6 of this DAS provides some guidance on how the new buildings should be designed to allow for adaption in the future to meet local and national requirements.

5.5 Healthy Streets for Surrey

SURREY STREET CORE DESIGN PRINCIPLES

OUR RESPONSES

Streets in which it is easy for everyone to move.

Streets must be designed with a clear 'hierarchy of users' in mind, designed firstly for pedestrians, cyclists, public transport and then private vehicles.

This DAS outlines the design evolution of the proposals, from vision to concept aspirations through to the illustrative masterplan. At its heart has been the proposal to promote the active travel route through the centre of the development, and as such this movement route has been placed as the highest priority in the hierarchy of users.

Streets in which it is safe, enjoyable and easy to walk for everyone.

Streets should have direct routes and be designed as pleasant places that are attractive and that feel safe to use for pedestrians and cyclists, not drive-to cul-de-sacs.

The direct central route provides a focal route around which the rest of the scheme has been developed. Other parts of the site propose direct routes and those with views through the development – such as the Ash View character area with views from the southern edge into the Ash Green area of open space, and the lateral routes from the north linking with the PRoW route.

Green streets that enrich Surrey's biodiversity, enhance the environment and improve air quality.

Streets should have regular trees and green public spaces not deserted lanes of asphalt. Wherever possible, streets should make positive use of existing natural features (trees, water and topography).

Key to the street design has been the aspiration to integrate tree planting within the proposals. As such the primary route into the developments from both access points has been outlined as 'Green Streets' with a landscape verge or space for tree planting within the street. Also along the PRoW route has been the aspiration for extensive tree planting. SUDs designs are integral to the illustrative masterplan with swales proposed through the central PRoW corridor and in green corridors linking open spaces.

5.5 Healthy Streets for Surrey

SURREY STREET CORE DESIGN PRINCIPLES

OUR RESPONSES

Streets that connect seamlessly to existing places allowing natural movement.

Streets should link to existing roads and local services and not turn their back on neighbours.

The green connectivity between open spaces has been a key design principle of the development. Around all edges, the site and development seeks to tie in the formal routes within the scheme – and also informal pedestrian routes, such as the circular link that goes around the site and which the designs sought to acknowledge and integrate within the scheme as part of the design evolution described in section 3.

Streets that are beautiful.

Streets should be ones in which people want to spend time, raise their children and grow old, not streets that people avoid.

The street design and hierarchy has been proposed to ensure the streets are of differing character, therefore assisting with wayfinding and promoting a sense of community within the development. Enhanced frontages and appropriate densities according to the setting of each street is an important factor of the design.

Streets that support healthy, happy and sustainable lives for all.

Streets must be 'tight' and finely grained, not a series of large winding bends, providing direct and pleasant routes for walking and cycling.

The street framework proposes a network, within which the streets have a specific character and role to play within the overall development. Walking and cycling routes through these spaces has been designed to be pleasant with good natural surveillance, and differing widths between buildings and therefore character are proposed to specific areas – such as the tighter grains to the 'low-key' informal edges to the north-east and south of the development.

5.6 Building for a Healthy Life

The proposed scheme has been designed to advocate the aspirations set out in 'Building for a Healthy Life' produced in 2020 by Design for Homes in partnership with Homes England, NHS England and NHS Improvement. The considerations of this document have been at the forefront of the Vision for the site, and as such the design has acknowledged the aspirations of BfHL throughout its evolution.

An assessment of the 12 BfHL criteria has been conducted as follows:

Integrated Neighbourhoods		Evaluation	Evidence	Score
Integrating into the Neighbourhood				
1. Natural Connections	<ul style="list-style-type: none"> Look beyond the red line that marks the extent of the site Identify the places, facilities and services you need to connect to Draw points of connection into and through your site Create well-connected street and path networks with the potential to extend beyond the site Research and respond how nature moves into and out of the site 	A detailed analysis of the surrounding context of Oxted has been conducted and included within this DAS. This outlines local amenities, existing routes, and a character study of the local area. The proposals in the Framework Masterplan and Illustrative Masterplan seek to provide direct routes connecting with access points that link the surrounding local context.	Section 2 Section 3 Section 4	
2. Walking, Cycling and Public Transport	<ul style="list-style-type: none"> Personally visit and interact with the local residents/councillors to understand where Pedestrian/Cycle routes would have the best impact Connect to existing Cycle Networks or begin a new one Encourage walking for small journeys such as school runs and services Ensure that street/path layouts make car-free travel more attractive, safe and convenient Make sure that streets and routes create a well overlooked public realm by having them pass in front of peoples homes Exploit existing or planned public transport hubs 	The proposals in the Framework Masterplan and Illustrative Masterplan seek to provide direct routes connecting with access points that link the surrounding local context. A route hierarchy has been proposed within the Framework Masterplan that places walking/cycling as the highest level of priority within the design of the site – the promotion of active travel uses along the central PRoW route is the key design principle for the development.	Section 2 Section 4	
3. Facilities and Services	<ul style="list-style-type: none"> Developments that provide community facilities such as schools, workplaces and parks that respond to community needs Consider if improving existing facilities are more beneficial than adding new ones Assess/identify what sport and leisure provisions there is for people of all ages, in particular children, teenagers and old people Create places that improve public health such as public spaces, community buildings and cafés that allow social interaction and where possible encourage physical activities Sustainable drainage schemes that enhance street networks and public spaces 	As mentioned above, walking and cycling routes have been designed as the highest level of priority within the design of the site to promote use of healthy modes of transport. These routes allow for direct movement through the site to the surrounding existing local facilities to the town centre, and in closer proximity to the community facilities on Court farm Lane and at St Mary's Church, and the recreational facilities within Master Park.	Section 2 Section 4	
4. Homes for Everyone	<ul style="list-style-type: none"> A mix of housing types and tenures that suit the needs of the local community, including first time buyers, family homes and supported living Maximising opportunities for supported accommodation through placement in relation to active ground floor uses such as shops and other community facilities Caring for the mental health and well-being of residents through access to private outdoor spaces 	The new homes will be designed in detail at Reserved Matters stage however the illustrative masterplan proposes a layout and mix of units that is felt appropriate for current local need and also to reflect the setting of the site. All houses would be provided with private outdoor space. Apartment blocks are all set along the strategic central route with quick direct access to Master Park, and a positive outlook onto this route.	Section 2 Section 4	

5.6 Building for a Healthy Life

Distinctive Places

Creating a Place	Evaluation	Evidence	Score
<p>5. Making the most of what's there</p> <ul style="list-style-type: none"> Explore the site and surroundings. Discuss and agree a shared vision with the local planning authority that makes use of existing assets in and around the site Produce conceptual ideas that explore how existing site features can be integrated into the site before settling and producing a site layout Identify any visual connections into, out, through and beyond the site. Working with the topography such as how water flows and pools on the site, exploring how this can be used to enhance biodiversity and character Consider opportunities for natural lighting, cooling and ventilation that does not compromise important urban design principles Ensuring that hedges are not simply retained that prevent a sensible, practical new layout if new hedgerows and tree belts will be more effective Be sensitive to existing developments but avoid creating buffer spaces Using the land form and ground conditions (soil) in a considered way 	<p>A detailed study of the site has been conducted which fed into the development of a concept plan outlining the key aspirations for the new development. This then informed the Framework and illustrative masterplan which places the landscape assets within and around the site as key features around which the development should be designed.</p> <p>It is felt the plans and guidance within this document and the accompanying Design Commitment document provide a good base for future Reserved Matters applications to design the more detailed elements of the scheme.</p>	<p>Section 3 Section 4 Design Commitment document</p>	
<p>6. A Memorable Character</p> <ul style="list-style-type: none"> Review the wider area for sources of inspiration. Make use of distinctive local characteristics not only in architectural style and details but through history and culture as well Understand where positive local character comes from, such as streets, land uses, building form and materials that can often underpin the essence of the distinctive character of the settlement Using a local materials palette (where appropriate) can be a particularly effective way to connect a development to a place. Character that is created through the social life of public spaces and encouraging the conditions for activity to happen and bring places to life 	<p>A character study of Oxted has been conducted as part of the assessment of the local and surrounding context which provides an understanding on local character and identity. This DAS and the Design Commitment document outline how the local materials and features can inform the design and choice of colour and materials within the proposed new development.</p>	<p>Section 2 Section 4 Design Commitment document</p>	
<p>7. Well defined Streets and Spaces</p> <ul style="list-style-type: none"> A strong framework of connected and well overlooked streets and spaces Look beyond the plan and illustrative street scenes; what will you actually see and experience walking along the street? Perimeter blocks with clearly defined public fronts and private backs. Building details such as front doors, balconies and bay windows that enliven and add interest to the street, including on apartments and supported living accommodation Carefully considered street corners 3D models and street cross sections that help the viewer understand and test the spacial qualities of a place 	<p>A route hierarchy has been established within the Framework Masterplan that seeks to ensure a well thought out series of streets and spaces that have a hierarchy in order to convey differing character. All blocks around these routes have been designed as perimeter blocks with outward facing homes. A 3D model and sketch vignettes have been produced to help design the key spaces around the development.</p>	<p>Section 4 Design Commitment document</p>	

5.6 Building for a Healthy Life

Distinctive Places

8. Easy to find your way around

- Use features such as street types, buildings and landscape to help people create a 'mental map' of a place
- Effectively using a variety of distinct character areas that help people grasp whether they are on a principal or secondary street
- For larger sites, it will be necessary to use streets and spaces with different characters to help people to find their way around

A clear route hierarchy that provides differing character to the streets has been set in place within the Framework Masterplan. Direct routes have been incorporated where possible, in particular those promoting active and sustainable travel. The beginnings of a set of character areas are proposed that provide each area with specific treatment helping the users identify where they are located within the development.

Section 4

Design Commitment document



Streets for all

Street & Home	Evaluation	Evidence	Score
9. Healthy Streets <ul style="list-style-type: none"> • Low-speed streets/neighbourhoods with pedestrian and cycle priority • Rethinking the way we distribute street space that enables for better quality cycle provisions • Healthy streets that encourage walking, cycling, outdoor play and safe travel for adults and children • Avoid street designed purely for motor vehicle use and parking • Boulevards and streets with active edges rather than distributor road and bypasses • Well overlooked streets with front doors facing streets and public spaces • Street designs that allow people with mobility and other limitations to use the street confidently and safely. 	<p>The key design principle for the site is the promotion of active travel uses along the central PRoW route. This will be a car free route utilising the existing PRoW and supplementing this with new planting to make it a very enjoyable route to take on foot or by bike. Other streets to the outer edges of the site either overlook the wide open spaces proposed within the development, or have streets that side onto the circular footpath that links with the open spaces elsewhere. Within the development area streets with views at either ends to either the existing vegetation and trees or proposed new spaces.</p>	<p>Section 2</p> <p>Section 3</p> <p>Section 4</p>	
10. Cycle and Car Parking <ul style="list-style-type: none"> • Provide secure, convenient cycle storage that encourages use for short trips • Integration of car parking into the street environment • Anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking • Avoid confusing car ownership with car usage • Generous landscaping to settle frontage car parking into the street • Shared and unallocated parking 	<p>Proposals for cycle parking will be dealt with at Reserved Matters stage, however the design principles advocate use of bikes with the town centre. The Design Commitment document also provides guidance on how car parking should be integrated within specific areas of the illustrative masterplan.</p> <p>The provision of visitor parking within linear spaces across the development has also been designed sensitively within the landscape environment.</p>	<p>Section 2</p> <p>Section 4</p>	

5.6 Building for a Healthy Life

Streets for all

11. Green and Blue Infrastructure

- Create a strong landscape strategy that is considered throughout the design process and can offer opportunities to reintroduce lost habitats
- Create a network of different types of spaces
- Weave opportunities for habitat creation such as movement corridors throughout the development
- Create food growing opportunities such as allotments and orchards on larger developments.
- Have a sustainable drainage 'treatment train' thinking about the 'four pillars', avoiding steeply sided or fenced holes in the ground
- Well-overlooked public open spaces with strong levels of natural surveillance.

The landscape strategy for the development is clear and is one of the key drivers for the design of the Framework Masterplan. The series of open spaces at the arrival points into the site, at its centre, and around the western and northern edges, are all linked via the aforementioned pedestrian and cycle links and the informal circular walk.

The central open space is also part of a green corridor between the PRoW and the landscaped open spaces around the western edge of the development.

Section 2
Section 3
Section 4



12. Back of Pavement; Front of Home

- Clearly define private spaces through strong boundary treatments
- Manage changes in level in a way that does not compromise the qualities of the street
- Design the space between the back of the pavement and building façades carefully to integrate services, waste storage and utilities cabinets (meter boxes)
- Avoid pieces of 'leftover' land that serve no useful public or private function

Outdoor amenity space for apartment buildings, such as a balcony for relaxing or the drying of clothes

The detailed design of the streets and buildings will be undertaken at Reserved Matters stage, however this DAS and the accompanying Design Commitment document provide guidance on how these streets could be designed and the interaction with new homes.

Section 4
Design Commitment document



6.0 *Summary*

6.1 Summary

Careful consideration has been given to key issues including the mix of units, layout, access and movement, the impact on landscape and residential amenity. The proposed scheme will deliver much needed new homes to help meet local housing need.

The key benefits of the scheme are as follows:

- *The provision of sensitively designed 1 & 2 bedroom apartments and 2, 3, 4 & 5 bedroom new homes*
- *The provision of 50% affordable housing, exceeding the councils requirement of 34%.*
- *The provision of a new extra-care facility to cater for the needs of both new and existing residents.*
- *Retention of existing public rights of way set within an enhanced tree-lined corridor.*
- *A scheme which has been sensitively designed to enhance the views and respect the setting of St Mary's Church.*
- *The creation of a landscape buffer with enhanced planting to screen development from views from the north.*
- *A scheme with at least 10% biodiversity gain at its heart with enhanced habitat and planting provision throughout.*
- *A series of informal footpaths through newly created open spaces to promote community engagement.*
- *Financial contributions towards social and community infrastructure.*





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