



# **EAST HORSLEY NEIGHBOURHOOD PLAN**

**2017 - 2033**

**REFERENDUM VERSION**

## **FOREWORD BY CATHERINE CARR**

*Chair of the Neighbourhood Plan Steering Group*

A considerable amount of work has gone into the preparation of this neighbourhood plan and I would like to thank everyone who gave their time and effort to make it possible, whether by being part of our policy teams or task groups or by helping with the surveys and Open Days that formed a key part of our consultation process. I would also like to thank all the people who took the time to complete our surveys or attended our various meetings and who supplied the views which underpin the policies proposed in this plan.

In March 2016 our Village Survey asked the basic question: *How do you regard East Horsley as a place to live?* No less than 93% of respondents said that it is either a 'wonderful' or a 'good' place to live. Having spoken with so many people of different ages and backgrounds across East Horsley in connection with the plan I am not at all surprised. So many of us have a great affection for our village and want it to continue to evolve successfully and to remain a great place to live, now and in the future.

Accordingly, this plan aims to deliver the following vision for the future of East Horsley in the year 2033, the concluding date for our neighbourhood plan:

### **VISION FOR EAST HORSLEY IN 2033**

*In 2033 East Horsley thrives as a distinctive and vibrant village. It retains its village feel and characteristic features, including its high-quality and varied housing, its heritage assets and its leafy rural setting. Changes seen in East Horsley since 2017 have been gradual and incremental, a positive evolution that has sustained the character of the village for the benefit of current and future generations.*

# CONTENTS

Page

<b>1. The Neighbourhood Plan Process.....</b>	<b>5</b>
<b>2. Our Village.....</b>	<b>8</b>
<b>3. Spatial Development in East Horsley .....</b>	<b>12</b>
<i>Policy EH-S1</i> <i>Spatial development in East Horsley.....</i>	<i>13</i>
<b>4. Environment.....</b>	<b>14</b>
<i>Policy EH-EN1</i> <i>Local Green Spaces.....</i>	<i>14</i>
<i>Policy EH-EN2</i> <i>Trees &amp; Hedgerows.....</i>	<i>18</i>
<i>Policy EH-EN3</i> <i>Landscape Features.....</i>	<i>19</i>
<i>Policy EH-EN4</i> <i>Biodiversity.....</i>	<i>20</i>
<i>Policy EH-EN5</i> <i>Flooding.....</i>	<i>22</i>
<b>5. Housing.....</b>	<b>23</b>
<i>Policy EH-H1</i> <i>Housing Mix.....</i>	<i>24</i>
<i>Policy EH-H2</i> <i>Bungalows.....</i>	<i>24</i>
<i>Policy EH-H3</i> <i>Countryside Depot site.....</i>	<i>28</i>
<i>Policy EH-H4</i> <i>BT Telephone Exchange site.....</i>	<i>29</i>
<i>Policy EH-H5</i> <i>Carlans Garage site.....</i>	<i>30</i>
<i>Policy EH-H6</i> <i>Thatcher’s Hotel site.....</i>	<i>32</i>
<i>Policy EH-H7</i> <i>East Horsley Design Code.....</i>	<i>35-36</i>
<i>Policy EH-H8</i> <i>Residential infilling.....</i>	<i>38</i>
<i>Policy EH-H9</i> <i>Heritage assets.....</i>	<i>39</i>
<b>6. Infrastructure.....</b>	<b>40</b>
<i>Policy EH-INF1</i> <i>East Horsley Medical Centre.....</i>	<i>41</i>
<i>Policy EH-INF2</i> <i>Care facilities.....</i>	<i>41</i>
<i>Policy EH-INF3</i> <i>Parking improvements.....</i>	<i>44</i>
<i>Policy EH-INF4</i> <i>Footpaths &amp; cycleways.....</i>	<i>46</i>
<i>Policy EH-INF5</i> <i>Leisure facilities.....</i>	<i>47</i>
<i>Policy EH-INF6</i> <i>St Martin’s Bowling Green.....</i>	<i>48</i>
<i>Policy EH-INF7</i> <i>Broadband.....</i>	<i>48</i>
<b>7. Local Economy.....</b>	<b>50</b>
<i>Policy EH-LE1</i> <i>Retail centres.....</i>	<i>53</i>
<i>Policy EH-LE2</i> <i>Small-scale offices &amp; workshops.....</i>	<i>55</i>
<i>Policy EH-LE3</i> <i>Horsley Station public transport interchange.....</i>	<i>55</i>
<i>Policy EH-LE4</i> <i>Newmarsh Farm.....</i>	<i>56</i>
<b>8. Implementation .....</b>	<b>58</b>
<b>APPENDICES</b>	
<b>I</b>	<b>Proposal Maps</b>
<b>II</b>	<b>Evidence Base List</b>
<b>III</b>	<b>Community Initiatives</b>

**Abbreviations:**

AONB	Area of Outstanding Natural Beauty
CIL	Community Infrastructure Levy
dph	Dwellings per hectare
EHNP	East Horsley Neighbourhood Plan
EHPC	East Horsley Parish Council
GBC	Guildford Borough Council
HCPS	Horsley Countryside Preservation Society
ha	Hectares, equivalent to 2.471 acres
LAA	Land Availability Assessment
LGS	Local Green Space
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
ONS	Office of National Statistics
SANG	Suitable Alternative Natural Greenspace
SCA	Surrey Community Action
SCC	Surrey County Council
SNCI	Site of Nature Conservation Importance
SHMA	Strategic Housing Market Assessment
SFRA	Strategic Flood Risk Assessment
SPA	Special Protection Area
SuDS	Sustainable Drainage Systems
SSSI	Site of Special Scientific Interest

**A short planning glossary:**

Affordable Housing	Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market.
Applicable settlement area	The settlement area as defined at a particular time.
Backland development	Building to the rear of an existing property, eg. in a large residential garden.
Brownfield development	Re-development of a previously developed site.
Building Plot	The total land area of a site.
Emerging GBC local plan	The Guildford borough Proposed Submission Local Plan: strategy & sites, June 2017 and any subsequent updates.
Green Belt	Metropolitan Green Belt (which currently applies to East Horsley) within which new development is restricted according to strict planning criteria.
Infilling	Development of a small gap in an otherwise continuous built-up frontage, or the small-scale redevelopment of existing properties within such a frontage.
Insetting	Where an area is excluded from the Green Belt.
Inset Boundary	The boundary around the area that is inset from the Green Belt.
Lifetime Homes Design Code	A voluntary set of design criteria intended to ensure that housing specifications are suitable for persons of all age groups.
Re-build	A development where an existing dwelling is demolished and a new one built.
Settlement Area	Land within the Settlement Boundary where new building may be approved.
Settlement Boundary	The boundary line around a Settlement Area.
Thames Basin Heath SPA	The Special Protection Area ('SPA') around the Thames Basin Heath, designed to protect the habitats of certain rare birds, with zones at 400m and 5km radii. Requirements for Suitable Alternative Natural Greenspace ('SANG') arise as measures to protect this SPA.
Windfall developments	Developments not included as part of a development plan.

# 1. THE NEIGHBOURHOOD PLAN PROCESS

## 1.1 Scope of the Neighbourhood Plan

### ***Localism Act, the NPPF and NPPG***

The Localism Act of 2011 introduced neighbourhood planning into England and gave communities the right to have a direct say over their future development at a local level. The National Planning Practice Guidance ('NPPG') explains the neighbourhood planning system introduced by the Localism Act and, together with the National Planning Policy Framework ('NPPF'), forms the main guidelines and national policy framework for the policies proposed in this document.

This document represents the referendum version of the East Horsley Neighbourhood Plan (hereafter called more simply 'the neighbourhood plan' or 'EHNP'). The policies within this neighbourhood plan, once approved and adopted, will become part of the local development plan and applicable adopted policy.

### ***The Neighbourhood Plan Area***

In accordance with the approval granted by Guildford Borough Council ('GBC') on 8<sup>th</sup> September 2014, the geographical area covered by the neighbourhood plan is the parish of East Horsley, as shown in Map EH1 on the following page and referred to henceforth as the 'neighbourhood area'.

### ***Timescale***

The neighbourhood plan will run from 1<sup>st</sup> January 2017 through to 31<sup>st</sup> December 2033. Changes in circumstances such as revisions in national policy may potentially trigger the need for a review of our neighbourhood plan before this end date.

### ***Support & funding***

The neighbourhood plan has been prepared by volunteers, primarily residents of East Horsley, with the support of the East Horsley Parish Council ('EHPC'), who have funded its costs. A grant was also received from the Department of Communities and Local Government for use towards the costs of a planning consultant.

### ***Applicable Local Plan***

Our neighbourhood plan needs to be in general conformity with the strategic policies of the applicable local plan. This is currently the GBC local plan of 2003. In June 2016 GBC issued a new version of its proposed local plan entitled the '*Proposed Submission Local Plan: strategy and sites*' for public consultation. In June 2017 a revised version of this document was issued for a further consultation period. This is considered to be the 'emerging' local plan and our neighbourhood plan needs to be mindful of its strategic needs and supporting evidence base. We refer to this hereafter as the 'emerging GBC local plan'.

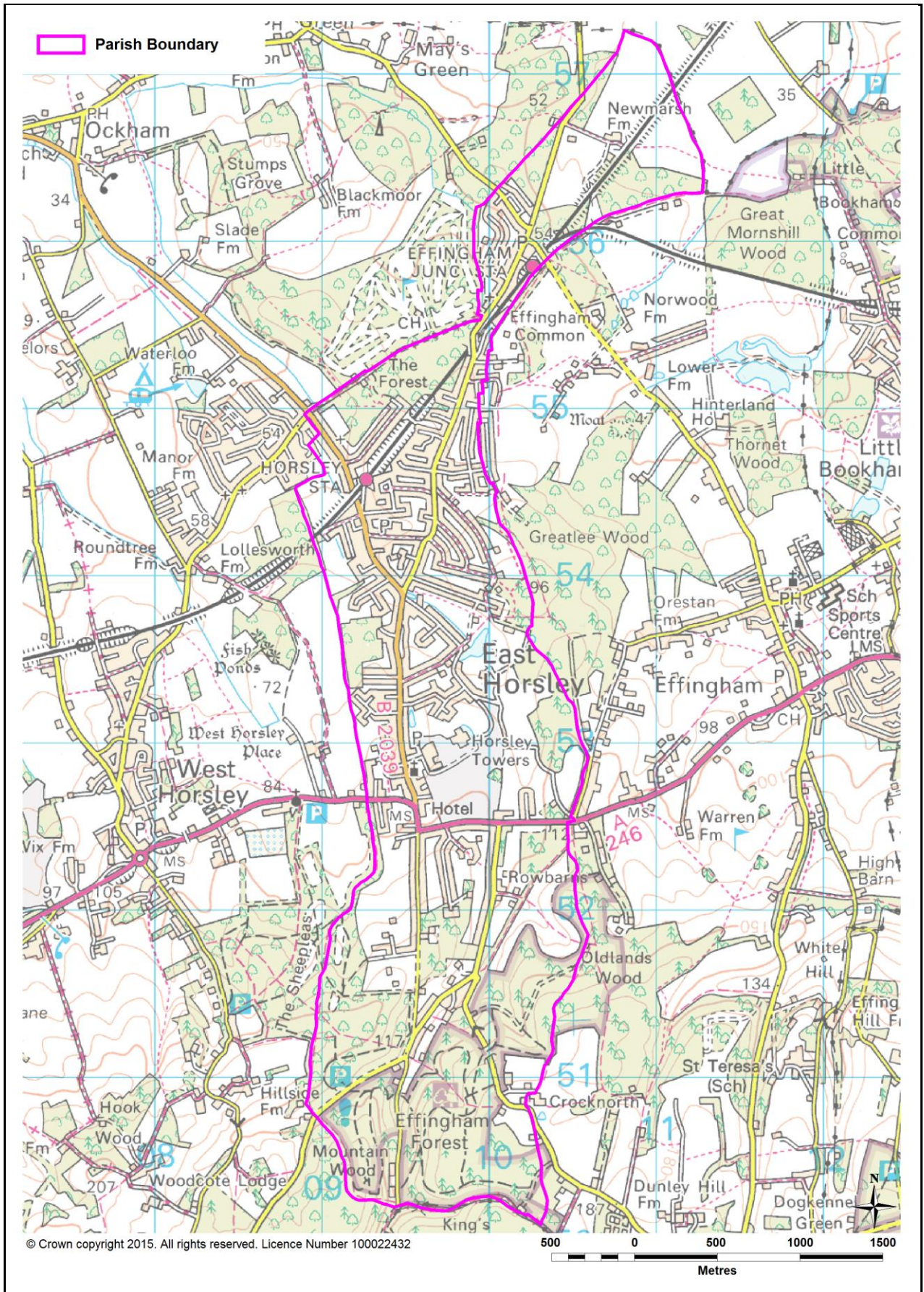
Our neighbourhood plan must also contribute to the achievement of sustainable development as defined in the NPPF, which means delivering growth and meeting social, economic and environmental needs.

### ***Policies and Community Initiatives***

The planning policies proposed in the neighbourhood plan are set out in Sections 3 to 7 of this document. There are also a number of 'Community Initiatives' related to these policy areas, representing aspirational aims which are not formal development policies. These Community Initiatives are proposed as potential initiatives to be pursued by EHPC for the long term benefit of the community in East Horsley and may be found in Appendix III.



### Map EH1: The East Horsley Neighbourhood Area



## 1.2 Preparing the Neighbourhood Plan:

The work of preparing the neighbourhood plan has involved a series of phases, summarised as follows:

**Formation:** A Steering Group of residents was formed at an early stage to discuss the creation and scope of the neighbourhood plan. An initial public launch meeting was held in November 2014 to raise awareness and encourage volunteers from the village to come forward and help join in its development. Over 30 people did so.

**Policy Teams:** In Spring 2015, the Steering Group appointed Navigus Planning to provide professional planning advice. Terms of Reference were adopted and four teams were established to develop planning policies covering the themes of Environment, Housing, Infrastructure and Local Economy.

**Consultation Process:** Subsequently there has been close engagement with the village community, including:

- A Household Survey in June 2015 completed by 55% of all village households (927 households), to assess housing needs;
- An online survey of 120 businesses in January 2016, of which 68 businesses responded;
- A Village Survey in March 2016 completed by 68% of all village households (1,150 people), to assess a wide range of residents' opinions on themes of environment, housing, infrastructure and local economy;
- A Local Economy Survey in April 2016 completed by 416 persons, to assess views on local businesses;
- Three public Open Days for face-to-face meetings with village residents, listening to their views;
- Two briefing meetings with representatives of road associations and other residents' bodies;
- 5 Saturday morning sessions at Station Parade and a Business Breakfast at Quaich;
- 14 Mini-surveys targeted at particular groups or locations on specific themes;
- Regular briefings in the quarterly Parish Newsletter, distributed to all village households;
- Regular updates posted on the neighbourhood plan website or sent out via the EHPC mailing list.

Further details are available in the Consultation Statement which accompanies this neighbourhood plan.

**Evidence Base:** From an early stage all significant evidence was assembled into a series of supporting exhibits, subsequently published on the EHPC website ([www.easthorsley.info](http://www.easthorsley.info)). These now form our Evidence Base, containing relevant background data and analyses to support and justify the planning policies proposed in the neighbourhood plan. Appendix II lists all of the Evidence Base documents published on this website.

**Vision & Objectives:** Results from the Household Survey and other consultations were used to prepare the first draft of a Vision & Objectives, as shown in the Evidence Base. An Open Day was held on 10<sup>th</sup> October 2015 at three locations across the village to present this draft. A total of 205 people completed a Mini-survey on that day - 79% of people agreed completely with the draft Vision and 80% with all of the draft Objectives. The Objectives for each main policy area are shown at the start of Sections 4 to 7 and are highlighted in yellow. The Vision for the future of the village in 2033 was set out earlier in the Foreword to this document.

**Pre-submission Consultation Draft:** In March 2017 a Pre-submission Consultation Draft of the neighbourhood plan was issued for seven weeks of public consultation and widely publicised across the village. An Open House was held in the village hall where residents could meet and question the neighbourhood plan team. Comments were analysed in detail and a revised version of the neighbourhood plan produced for submission to GBC.

**Submission Version & Regulation 16 consultation:** On 19<sup>th</sup> June 2017 the EHPC approved the Submission Version of the neighbourhood plan. Subsequent to its vetting, GBC organized a public consultation in accordance with Regulation 16 of the Neighbourhood Planning (General) Regulations 2012 (as amended).



## 2. OUR VILLAGE

### **History**

East Horsley originates from 1036 when the local Saxon thane, Thored, divided up his land of 'Horsalege' and donated the eastern portion to the Archbishop of Canterbury. During the millennium that followed the small agricultural estate of East Horsley had a series of ecclesiastical and aristocratic owners, culminating with Lord Lovelace who acquired the estate in 1840. Lord Lovelace rebuilt much of the old manor house, renamed it 'Horsley Towers', and created the familiar landmark known today. He also instituted the rebuilding of timber-framed cottages on his estate in a distinctive brick and flint style that can be still seen in many heritage buildings, walls and other structures across East Horsley.



*Horsley Towers, re-built by Lord Lovelace in the 19<sup>th</sup> Century*



*A typical flint & brick 'Lovelace' cottage*

In 1900 East Horsley was still a largely agricultural village with a population of around 300 people. Change came rapidly after the First World War when the Lovelace Estate was broken up and its subsequent sale to developers resulted in the creation of a network of private (ie. unadopted) residential roads across the village. The railway, which had first come to East Horsley in 1885, offered a relatively fast journey for those taking the train into London. East Horsley was also seen as an attractive rural location for people looking to retire to the countryside. Housing in the village expanded rapidly in the inter-war period and one architect in particular who left his mark was Frank Chown with designs for an 'arts & crafts' style of housing that still feature in many roads across East Horsley.

After World War Two, the Metropolitan Green Belt came into being and new housing was limited to within the defined settlement area. In recent times, with housing land in strong demand, there have been a number of brownfield redevelopments with commercial sites converted into use as housing, such as at Maranello House (formerly a car showroom), Horsley Court (formerly a pub) and Copthorne House (also formerly a pub), as well as infill and backland developments on larger plots, such as Falconwood off Forest Road and Fairways behind Surrey Gardens. Another frequent occurrence in recent years has been the demolition of smaller houses and bungalows and their replacement with larger dwellings.

### **Geography**

East Horsley is one of 24 parishes within the borough of Guildford in Surrey and by population is the largest village in the borough. It is 7 miles from the centre of Guildford and 21 miles from the centre of London. East Horsley parish runs for around 4 miles from north to south and for around 1 mile east to west.

East Horsley is situated on the lower slopes of the North Downs, where chalk hills are overlapped by sand and silt before reaching London Clay. A spring line emerges at the southern edge of the village, which feeds a series of ponds and natural streams that run through much of the settlement, causing flooding in parts during heavy rain.

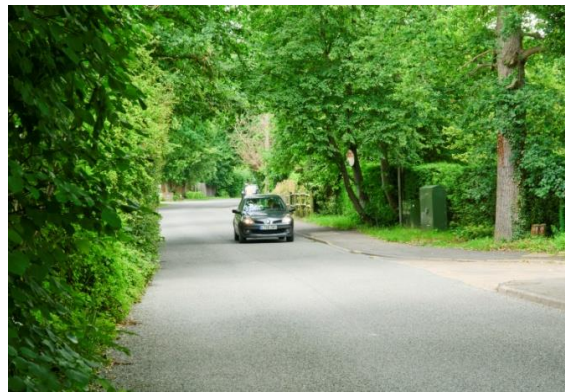


The total land area of the parish is 738 hectares, 28% of which falls within the Surrey Hills' Area of Outstanding Natural Beauty ('AONB'). Across the parish, woodlands cover an estimated 36% of the total land area. Most parts of East Horsley are very leafy in appearance with many roads prominently lined with trees.

***Narrow leafy lanes characterise the principal rural roads running through the village***



*Ockham Road South, leading to Guildford*



*Forest Road, leading to Cobham*

### **Population**

In the 2011 National Census, East Horsley had a population of 4,290 people. The age structure of the village is broadly similar to that of South East England as a whole, with those under 16 years old accounting for around 20% and those of 65+ years representing some 23% of the population. Between the 2001 and 2011 censuses, East Horsley's population increased by around 4%, which compares with an increase of 8% for South East England as a whole. Over these ten years, numbers in the 25-44 age group in the village declined by 18%, whilst across South East England they fell by just 1%, a concerning statistic which gives support to the view, expressed by many residents, that more smaller houses and starter homes would be beneficial for the village.

### **Housing**

Out of the total parish area of 738 hectares, 193 hectares (26%) comes within the current settlement area. Many houses have generous gardens, resulting in a relatively low average housing density within the settlement area of 8.1 dwellings per hectare ('dph') or 3.3 dwellings per acre. In 2011 East Horsley had a total of 1,697 dwellings, of which 77% were detached houses or bungalows, compared with 28% for South East England overall. 56% of dwellings in East Horsley have four bedrooms or more compared to 23% across South East England. Some 66% of homes are rated in the two upper Council Tax bands of Band G (54%) and Band H (12%), as compared with 16% across Guildford borough overall.

### **Transport**

The village has two railway stations, *Horsley* and *Effingham Junction*, on the Guildford to London line. Both are heavily used with car parking areas effectively operating at full capacity. Both stations have a wide catchment area beyond the boundaries of the village. There is a half hourly daytime bus service on the A246 towards Guildford and Epsom via Leatherhead and a less frequent bus service through Station Parade to Guildford and Leatherhead.

The A246 is the main trunk road crossing the south of the village, running between Guildford and Leatherhead. Two minor roads, Ockham Road (B2039) and Forest Road, provide the effective 'spines' of the village with many of the residential roads set off them. Both these roads are relatively narrow, essentially rural lanes, and both have narrow 'pinch' points. Ockham Road in particular has significant volumes of through traffic with many HGVs taking this road through the village centres towards the A3 and M25. Traffic issues are a particular concern for many residents, especially issues of speeding and the safety of pedestrians and cyclists from passing vehicles. 'Crashmap' data, based upon police reports, indicates there were 33 traffic 'incidents' reported in East Horsley during the past five years, of which 6 were classified as 'serious' and 11 involved harm to pedestrians.

## Local Economy

There are over 40 retail outlets in East Horsley, mostly located at or around the Station Parade and Bishopsmead Parade shopping areas. More than 80 local businesses operate within the parish. East Horsley is sometimes characterised as a railway-based ‘commuter village’ but the picture is not so straightforward. The 2011 Census indicates that of the 1,825 residents in employment at that time, 58% usually drove to work in a car, 20% took the train, 13% worked from their home, whilst just 5% walked to work. Commuting data (*Datashine*) for the Horsley & Clandon area indicates that almost half as many people come into this area to work as leave it each day.



One section of Station Parade shopping area



Bishopsmead Parade shopping area

## Facilities

East Horsley enjoys some high quality and well-used modern facilities serving the village and the surrounding area including a village hall, medical centre, library and community theatre. There are also 2 dentists, 2 post offices, 2 garages, 2 churches, 2 community halls, 1 bank, 1 petrol station, 1 vets’ surgery, 1 undertakers and a 16<sup>th</sup> century pub. There is no school in the parish but 5 schools lie within two miles of the parish boundaries.

## Village Character

The residents of East Horsley have a strong affection for their village. In the Village Survey 93% of respondents said that East Horsley is either a ‘good’ (55%) or a ‘wonderful’ (38%) place to live. Many people who move into the village also tend to stay. The Household Survey found that 67% of respondents have lived in East Horsley for over 10 years, whilst 25% have been in the village over 30 years. This affection for East Horsley and the desire to remain living here also appears to be a key driver behind the strong demand for downsizing reported during the village consultations.

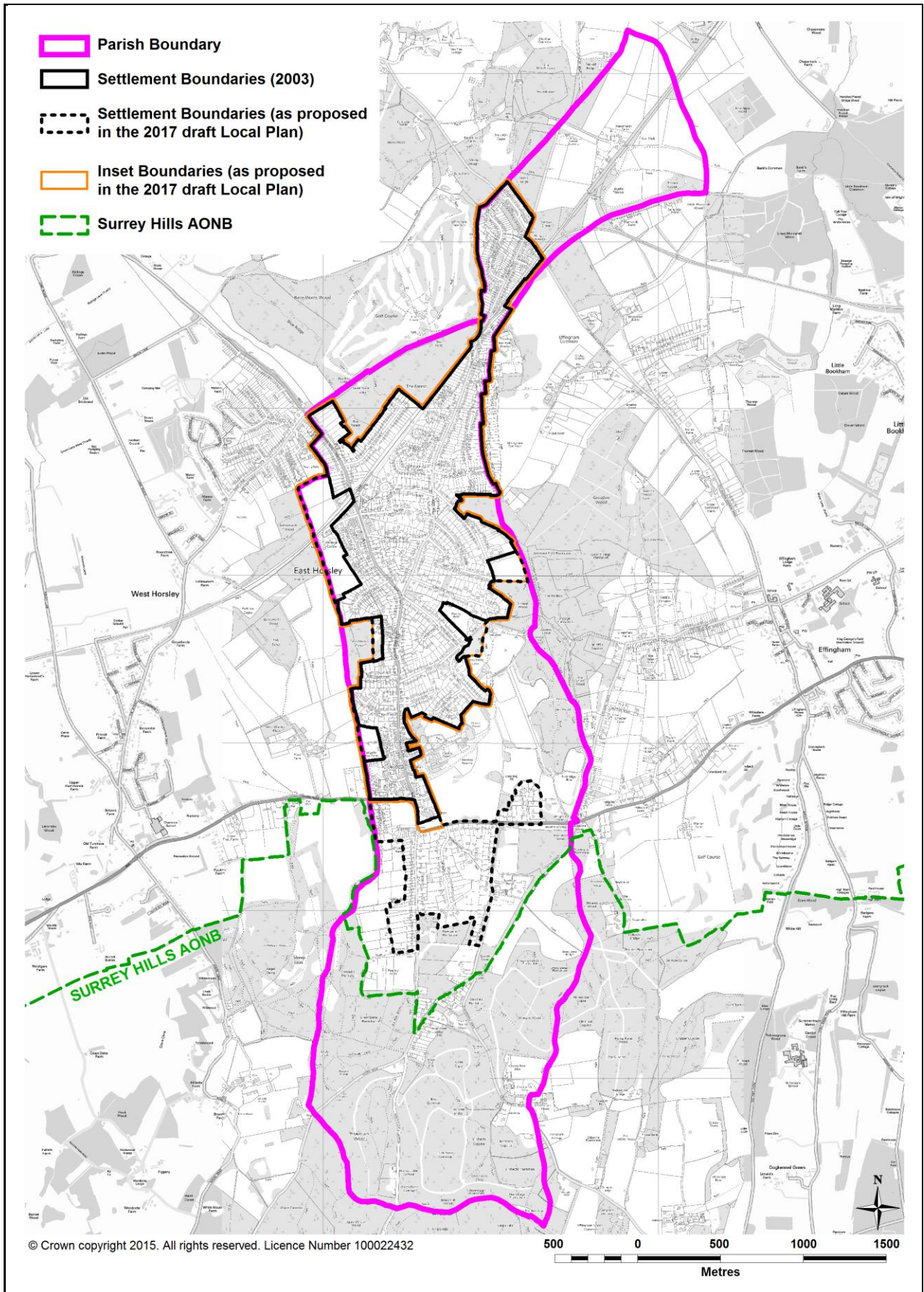
Part of this affection by residents relates to the character of the village. The Village Survey enquired about the attributes which make up the character of East Horsley and those most important were judged to be:

	<u>% ‘Very Important’</u>
○ <i>Its rural surroundings of fields, woodlands &amp; Surrey Hills</i>	88%
○ <i>The feeling of being safe and secure in the village</i>	84%
○ <i>Its tree-lined roads and generally leafy appearance</i>	80%
○ <i>The peace and tranquillity around the village</i>	80%
○ <i>Its architectural heritage and historical buildings</i>	58%
○ <i>The feeling of being part of a village community</i>	56%

There is also a clear consensus among residents on the need ‘to sustain the present character of East Horsley’ with 85% of respondents in the Village Survey saying this should be a ‘very important’ objective for the neighbourhood plan. This theme forms a core part of our Vision for East Horsley in 2033, shown in the Foreword. The policies designed to achieve this Vision are set out below in Sections 3 to 7 of this document. In each of the main policy sections the ‘Objectives’ are highlighted in yellow, whilst ‘Policies’ are highlighted in blue.



### Map EH2: East Horsley current & proposed settlement boundaries



### 3. SPATIAL DEVELOPMENT IN EAST HORSLEY

East Horsley lies within the Metropolitan Green Belt and has a well-defined settlement area of 193 hectares in size, representing 26% of the neighbourhood area, as shown in Map EH2 on the previous page.

The settlement area is set within rural surroundings of mixed woodlands, fields, meadows, parklands and downland. A significant part of these rural surroundings fall within the Surrey Hills AONB, of which 207 hectares are located in East Horsley, comprising 28% of the neighbourhood area, (See Map EH2). The Surrey Hills AONB receives special protection under the NPPF, as well as the 2003 GBC local plan and the emerging GBC local plan.

The East Horsley settlement area has a relatively low housing density, averaging 8.1 dwellings per hectare, and contains a varied mixture of housing types and designs which give visual interest and appeal. Only limited development has arisen to date in the Green Belt outside of the settlement area.

The emerging GBC local plan is proposing to increase the settlement area of East Horsley to 264 hectares in total, an increase of 37% over its present size. It also proposes to inset the expanded settlement area from the Green Belt, except for certain areas in the south of the settlement\*, which will still remain as Green Belt. The proposed inset area is also shown in Map EH2 on the previous page.

Within this landscape and planning context, our approach to spatial development in East Horsley is summarised as follows:

- a) In accordance with NPPF requirements and prevailing Green Belt rules only development within the applicable settlement area will normally be supported;
- b) In accordance with NPPF and local plan policies, brownfield sites within the applicable settlement area are given priority for new housing development. Four sites are proposed for new housing in the neighbourhood plan (Site Policies EH-H3, EH-H4, EH-H5 & EH-H6), all of which are brownfield re-developments. Housing numbers are proposed at these sites which seek to balance the current low density character of the village with the NPPF requirement to make efficient use of available development land;
- c) Insofar as the emerging GBC local plan may, if adopted, establish sites for potential future development that are presently located in the Green Belt outside of the current settlement area, then development at such sites would be addressed by a number of general policies in the neighbourhood plan, including Policy EH-H1 which establishes a housing mix policy for larger development sites in order to satisfy identified housing needs. Under NPPF rules our neighbourhood plan does not have the authority to allocate sites presently located in the Green Belt outside of the current settlement area.
- d) To ensure future developments use housing designs which are in keeping with the existing village character, we propose an East Horsley Design Code under Policy EH-H7.

---

*\* This refers to land in the southern part of East Horsley including the following roads: Park Horsley, Longhurst Road, part of Chalk Lane, part of Guildford Road, The Warren, Rowbarns Way and part of Green Dene, all of which are proposed to fall within the expanded settlement area but outside of the proposed inset area under the emerging GBC local plan.*

- e) In our proposed environmental policies the principal focus is on protecting the green environment of the village. This includes Policy EH-EN1 which designates seven areas outside of the current settlement area as Local Green Spaces, giving them additional protection from development;
- f) A range of Infrastructure policies are also proposed in the neighbourhood plan including those promoting greater sustainability such as Policy EH-INF4 which requires developers to provide publically-accessible footpaths or cycleways to improve linkages across the village;
- g) No expansion of the retail centres at Station Parade or Bishopsmead Parade is envisioned under the neighbourhood plan. Policy EH-LE1 seeks to support their continued vitality through flexibility in change of use;
- h) A number of small offices and workshops are currently spread across East Horsley helping to support the local economy and creating a mixed landscape that enhances the character and sustainability of the village. Policies EH-LE2 and EH-LE3 accordingly support the development of appropriate small-scale offices and workshops within the applicable settlement area.

This approach to spatial development in the village is reflected in the following general policy:

**Policy EH-S1: Spatial development in East Horsley**

New development in East Horsley will be focused within the applicable settlement area. The current settlement area and the expanded settlement area as proposed in the emerging GBC local plan are both shown in Map EH2.

Development proposals located within the applicable settlement area but outside of the proposed inset area, (as proposed in the emerging GBC local plan and shown in Map EH2), shall also be subject to applicable Green Belt policies.

Development proposals located in the Green Belt outside of the applicable settlement area will be required to demonstrate how they conserve the rural landscape, with reference to the Guildford Landscape Character Assessment.

Development proposals within the Surrey Hills AONB will be required to demonstrate how they will conserve the Surrey Hills AONB, with reference to the Surrey Hills Management Plan. Development proposals in close proximity to the Surrey Hills AONB will be required to demonstrate that they will not result in the loss of important public views to and from the Surrey Hills AONB.



## 4. ENVIRONMENT

### Objectives:

- 1.1 To protect and enhance the green environment of East Horsley;
- 1.2 To protect mature trees and hedgerows of significance;
- 1.3 To protect and encourage biodiversity;
- 1.4 To minimize flood risk;
- 1.5 To protect and expand community-driven acquisitions of green spaces.

### Addressed by Policies:

- EH-EN1 to EH-EN5  
EH-EN2  
EH-EN4  
EH-EN5, Com.1  
EH-EN1, Com.2

### 4.1 Local Green Spaces

Close proximity to rural surroundings is a distinctive feature of life in East Horsley. It is also something highly valued by its residents, as demonstrated in the Household Survey of July 2015 where ‘concern for the environment’ was the largest single concern expressed by respondents about new development in the village.

Green spaces of various kinds make important contributions to the character of East Horsley. The NPPF gives neighbourhood plans the right to designate a site as a ‘Local Green Space’ (‘LGS’), which provides planning protection against development of that area.

Seven particular green spaces have been identified as having special significance to the residents of East Horsley whilst also complying with the various LGS criteria required by the NPPF. Their locations are illustrated in Map EN1 on the following page with detailed site plans given in the Proposals Maps of Appendix I.

Further information about these sites, the results of mini-surveys carried out for the neighbourhood plan and the frequencies that these spaces are visited by residents are all available in the Evidence Base, *Local Green Spaces*.

Addressing Objectives 1.1 and 1.5, the following policy is proposed:

#### Policy EH-EN1 : Local Green Spaces

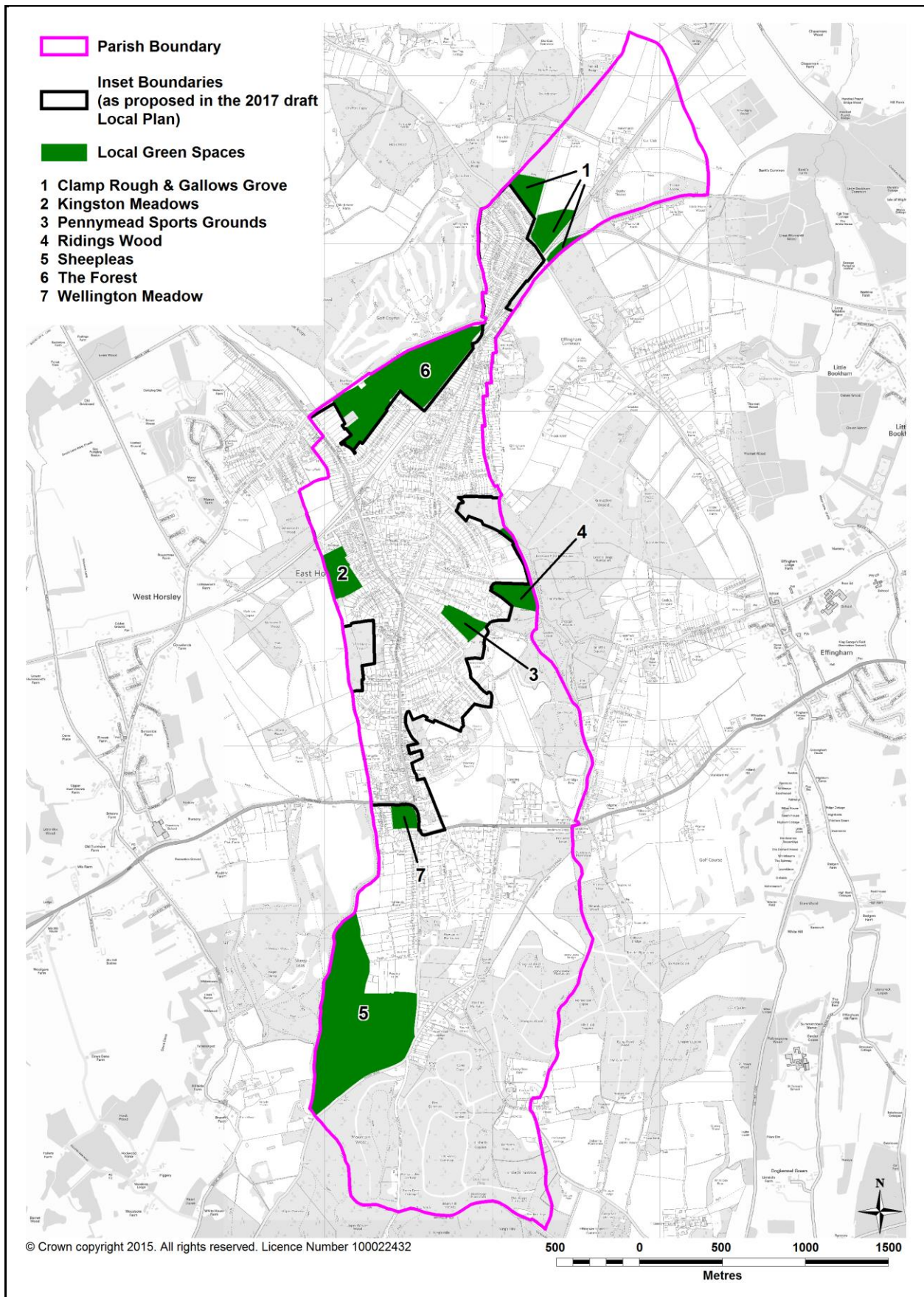
The following areas, whose locations are shown in Map EN1 below and site plans shown in the Proposals Maps of Appendix I, are designated as Local Green Spaces:

1. Clamp Rough & Gallows Grove
2. Kingston Meadows
3. Pennymead Sports Ground
4. Ridings Wood
5. Sheepleas
6. The Forest
7. Wellington Meadow

Development on these Local Green Spaces will not be permitted unless it is clearly demonstrated that it is required to enhance the role and function for which the space has been designated.

Detailed justifications and site photographs are provided for each of these seven spaces in the Evidence Base, *LGS Justification & Photos*, and summarized in the two pages following Map EN1 below.

### Map EN1: Locations of Local Green Spaces





## Justification of Local Green Spaces

The reasons for proposing these seven areas as Local Green Spaces are summarised as follows:

### 1. Clamp Rough & Gallows Grove:



This space comprises three sections of woodland near Effingham Junction railway station. It is owned and managed by the Woodland Trust as a woodlands reserve and provides a quiet green area for walking, dog-walking, jogging, cycling, etc. Our proposed LGS designation, which is supported by the Woodland Trust, is based on the NPPF criteria of beauty, recreational value, tranquillity and rich wildlife. Many local residents contributed funds to acquire and preserve these woods, an indication of their special importance to the local community.

### 2. Kingston Meadows:

Kingston Meadows is the main public recreational space of East Horsley. It contains a range of sports facilities within a quiet picturesque open setting close to the main village centre. The LGS designation is based on the NPPF criteria of beauty, recreational value and tranquillity. In the Village Survey, 44% of households reported visiting here at least once a month. Since the emerging GBC local plan proposes to bring this space within the new inset boundary, the LGS designation will provide additional planning protection for this space. Site owner GBC has no objections to this designation.



### 3. Pennymead Sports Ground:



This space is the site of a popular cricket and tennis club set in a central part of the village, offering a picturesque village green setting that is enjoyed by many residents. The LGS designation is based on the NPPF criteria of beauty, recreational value and tranquillity. Since the emerging GBC local plan proposes to bring this space within the new inset boundary, the LGS designation provides additional planning protection for this treasure of East Horsley. The two site owners support this proposed designation.

### 4. Ridings Wood:

This picturesque woodland space is situated near a central part of the village and is heavily used for walking, dog-walking, jogging, cycling, horse-riding, etc. In the Village Survey 23% of households reported visiting it at least once a week. These woods form part of the larger Great Ridings Wood, most of which lies within Effingham Parish – a cycleway through the woods connects the two villages, avoiding roads. Our proposed LGS designation, which is supported by site owner, EHPC, and by site manager, The Woodland Trust, is based on the NPPF criteria of beauty, recreational value, tranquillity, historical significance and rich wildlife.



### 5. Sheeples:

This varied mixture of downland, meadows and mixed woodlands is located 0.7 miles from the Bishopsmead Parade shops and is the most visited green space in East Horsley - in the Village Survey half of all households reported visiting it at least once a month. Our proposed LGS designation is based on the NPPF criteria of beauty, recreational value, tranquillity, historical significance and rich wildlife. This countryside space has a distinct local identity and name, has clearly defined boundaries, lies close to the community it serves and is very frequently visited by local residents. Being some 39 hectares in size we understand this space within the Surrey Hills AONB could possibly be regarded as 'an extensive tract' and so be ineligible as an LGS under NPPF rules. However, our designation is not intended to enhance its planning protection, which is already strong, but rather to provide recognition of the very special importance which this space plays in the lives of East Horsley residents. The site owner, Surrey County Council ('SCC'), has no objections to this proposed LGS designation.



### 6. The Forest:



This well-visited space at the northern edge of the settlement is managed as a wildlife reserve by Surrey Wildlife Trust ('SWT') and its rich biodiversity includes many protected species. These woodlands were acquired by EHPC in two phases in 2002 and 2010 with financial contributions from hundreds of local residents, an indication of its special importance to the community. The proposed LGS designation is based on the NPPF criteria of beauty, recreational value, tranquillity, historical significance and rich wildlife. This space has a well defined boundary, a

clear identity and name, lies very close to the community that it serves and is frequently visited by local residents. Since its long term lease with SWT ensures protection against development, our proposed LGS designation is primarily intended to provide recognition of the special importance which this space plays in the lives of the local community. Our proposed LGS designation is supported by site owner, EHPC, and by site manager, SWT.

### 7. Wellington Meadow:

This area of grassland sits on a corner of the A246 near one of the main entrances into the village. The space offers open views over three prominent landmark buildings: Horsley Towers' gatehouse (see adjacent photo), Thatcher's Hotel and the 16<sup>th</sup> century Duke of Wellington pub. This wildflower meadow, one of the few remaining in Surrey, is owned and managed by EHPC as a wildflower reserve and is an important source of biodiversity. Our LGS designation, which is supported by site owner and manager EHPC, is based on the NPPF criteria of beauty, rich wildlife and open views.





## 4.2 Trees & Hedgerows

Woodlands cover around 36% of the land area of East Horsley. These are primarily composed of deciduous trees, the commonest species being ash, beech, hazel, hornbeam, oak, silver birch and sweet chestnut. Common lime is prominent along many through-roads in the village. There are also mature specimen conifers and box and yew avenues planted in the 19<sup>th</sup> century by Lord Lovelace of both ecological and historic significance. South of the A246, the Forestry Commission has 145 acres of mixed woodlands in Effingham Forest, mostly Douglas fir and beech. A map of the woodland types across the village is available in the Evidence Base, *Environmental Mapping*.

***Residential roads lined with trees & hedges are a characteristic feature of East Horsley***



*View entering High Park Avenue*



*View from one end of Cobham Way*

In the Village Survey, 80% of respondents expressed the view that “*Its tree-lined roads and generally leafy appearance*” were a ‘Very Important’ element of East Horsley’s village character. In the same survey, 95% of respondents said it was ‘Important’ (66%) or ‘Quite important’ (29%) that existing mature trees of significance should be protected in cases of new developments. Accordingly, and addressing Objective 1.2, the following policy is proposed:

### **Policy EH-EN2: Trees & Hedgerows**

Development proposals will be supported which comply with other policies in the development plan and ensure the retention of:

- a) mature trees of arboreal significance; and of
- b) established hedgerows.

Development which results in the loss of mature trees of arboreal significance will be expected to undertake replacement planting in a landscaping plan to be approved by the planning authority, unless it can be clearly shown that this is not feasible. Arboreal significance shall be taken to refer to mature healthy trees and to include but not exclusively the following species: ash, beech, common lime, elm, hazel, hornbeam, maple, oak, sweet chestnut, sycamore, willow or yew.

Developments on greenfield sites should include an appropriate landscaping plan to ensure the ‘leafy’ character of East Horsley is sustained and which should involve the planting of new trees and hedgerows of native species in gardens, communal areas or roadside verges where feasible.

If mature trees or hedgerows of special significance are removed within 12 months prior to a planning application, the planning authority may require replacement planting to be undertaken by the developer to compensate for the loss of such trees or hedgerows, unless it can clearly be shown that this is not feasible.



### 4.3 Landscape Features



*Distinctive sunken road running the length of Chalk Lane*



*Retaining walls at Raven Arch on the Lovelace Bridges Trail*

In addition to trees and hedgerows, there are a range of other landscape features which contribute significantly to the visual beauty, appeal and interest of the rural countryside of East Horsley. These include:

- a) **Sunken chalk lanes:** the best example is in Chalk Lane, a single track residential road running off the A246 towards Sheepleas, where the lane has been worn down naturally over many centuries and offers a picturesque, bio-diverse and historic landscape feature, as illustrated in the photograph above;
- b) **Historic embankments:** a number of historic man-made embankments and burial mounds can be seen across East Horsley, including scheduled monuments detailed in SCC's Surrey Historic Environment Record such as the Anglo-Saxon embankments found in Great Ridings Wood, The Forest and Sheepleas;
- c) **Stone or brick walls:** there are a significant number of old boundary walls and retaining walls in East Horsley that have historic significance or offer visual interest. Some are listed structures, such as certain walls within Horsley Towers, although others are not listed but still contribute significantly towards the character of the rural landscape, such as the retaining walls around the bridges on the Lovelace Bridges Trail, a popular walking route linking bridges around the former Lovelace estate, as illustrated above.
- d) **Established lakes or ponds:** picturesque ponds can be found across East Horsley, including Pennymead Lake, The Pond, House Pond and Dick Focks' Pond. Such ponds can play an important role in retaining water running off from the North Downs, whilst also offering visual interest to the landscape.

In view of the important contributions made by the kinds of landscape features listed above towards East Horsley's rural landscape, and addressing Objective 1.1, the following policy is proposed:

#### **Policy EH-EN3: Landscape Features**

Development proposals in East Horsley are expected to take into account their impact on local landscape features of visual merit or historic significance, including landscape features such as sunken chalk lanes, historic embankments, stone or brick boundary walls and established lakes or ponds.

For the purposes of this policy such landscape features shall include, but are not limited to, the following:

- a) the chalk banks found in Chalk Lane;
- b) the historic embankments found in The Forest, Great Ridings Wood and Sheepleas;
- c) Pennymead Lake, The Pond, House Pond and Dick Focks' Pond;
- d) Stone or brick boundary walls or retaining walls built prior to 1920 and any of the bridges of the Lovelace Bridges Trail;
- e) Scheduled monuments identified in SCC's Surrey Historic Environment Record.

## 4.4 Biodiversity

The northern part of East Horsley, as far south as Bishopsmead Parade, lies within the 5 km ‘Zone of Influence’ of the Thames Basin Heath Special Protection Area, set up to protect rare bird habitats, and within which ‘Suitable Alternative Natural Greenspaces’ (‘SANG’) may be required in conjunction with large new developments. South of the A246, much of East Horsley falls within the Surrey Hills AONB and so enjoys environmental protection comparable to that of a national park.

Specific sites in East Horsley designated for their special environmental significance by Natural England are listed below, as well as those Sites of Nature Conservation Importance (‘SNCI’) designated by GBC:

<b>Environmental Designation</b>	<b>Locations in East Horsley</b>
<b>Site of Special Scientific Interest (‘SSSI’)</b>	<i>Sheepleas.</i>
<b>Site of Nature Conservation Importance (‘SNCI’)</b>	<i>The Forest, Great Ridings Wood, Effingham Forest.</i>
<b>Ancient Woodland</b>	<i>All of the above locations plus Frenchlands Copse, Clamp Rough, Gallows Grove, Park Wood, Bushey Thicket and Peaked Rough.</i>
<b>Local Nature Reserve</b>	<i>Sheepleas.</i>

East Horsley is rich in biodiversity as a consequence of its varied geology, preserved ancient woodland, grassland habitats and sizeable private gardens. It is home to two specially protected species, hazel dormouse and the great crested newt, as well as a substantial variety of other wildlife. The table below is based upon the long term records of two local amateur naturalists and shows numbers of wildlife species of different classes commonly found in East Horsley. For further details see the Evidence Base, *Biodiversity in East Horsley*.

<u>Species</u>	<u>No. recorded in East Horsley</u>	<u>No. Protected Species*</u>
Reptiles & Amphibians	8	8
Mammals	19	5
Birds	86	21
Butterflies & Dragonflies	55	9

(\* As protected or conserved by one of: Schedule 1 or 5 of the Wildlife & Countryside Act, a Biodiversity Action Plan Priority Species, a Red List bird or Red List butterfly, Badger Protection Act 1992 or Specially Protected under the Conservation of Habitats & Species Regulation.)

The diverse range of hedgerows in East Horsley supports biodiversity and provides wildlife corridors enabling wildlife to move from garden to garden unimpeded, whilst providing nesting places for a wide range of birdlife. In the Village Survey, 93% of East Horsley residents said that when new homes are being built in East Horsley it is ‘Important’ (63%) or ‘Quite Important’ (30%) that significant wildlife habitats at the site are protected. Supplementing the emerging GBC Local Plan policy 1.4 *Green & Blue Infrastructure* and addressing Objective 1.3, the following policy is accordingly proposed:

### **Policy EH-EN4: Biodiversity**

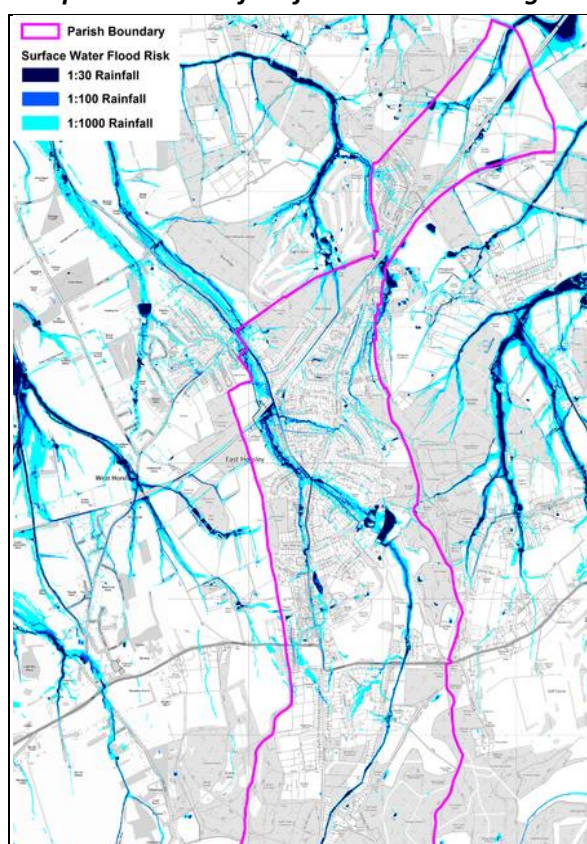
Wherever possible, developments should seek to enhance biodiversity, including through maintaining existing hedgerows or planting new hedgerows of native species to provide additional wildlife habitats. Developments which have a material adverse impact on existing biodiversity at or around the proposed site will generally not be supported unless the benefits from the proposed development significantly outweigh this impact.

## 4.5 Flooding

The geographic position of East Horsley at the foot of the dip slope of the North Downs, where chalk hills are overlapped by thin sands and silts of the Thanet Beds and the overlying London Clay, has resulted in a spring line along the southern boundary of the village. These springs feed a series of ponds and streams which, during periods of high rainfall, lead to both fluvial and surface water flooding across parts of East Horsley. The Environment Agency’s mapping of areas of surface water flooding and fluvial flood zones are shown in Maps EN2 and EN3 below.

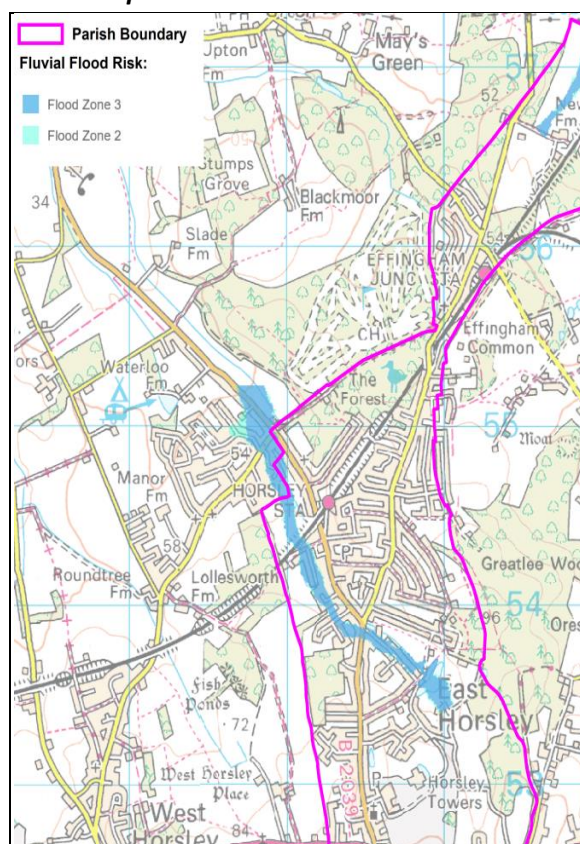
GBC’s Surface Water Management Plan 2014 states that there is a “*significant flood risk to properties in East Horsley*”. Regular surface water flooding occurs along Ockham Road North, Ockham Road South, Old Rectory Lane, Kingston Avenue and Pennymead Drive, whilst as Map EN3 below illustrates there is a Flood Zone 3 running in a north-westerly direction through the centre of East Horsley from Pennymead Lake to beyond the parish boundary on Ockham Road North. For further details see Evidence Base, *Flooding in East Horsley*.

**Map EN2: Areas of Surface Water Flooding**



Source: The Environment Agency

**Map EN3: Fluvial Flood Zones**



Source: The Environment Agency

The experience of regular flooding amongst residents is confirmed by the Village Survey, where 12% of respondents reported that they ‘often’ experience problems as a result of surface water flooding around their home, with a further 23% reporting problems ‘sometimes’. The case is worse for pedestrians where 59% of respondents reported that they have experienced problems ‘sometimes’ (39%) or ‘often’ (20%). Given this experience, it is perhaps not surprising that in the Village Survey, 86% of respondents took the view that ‘*New house-building should not be permitted on a flood plain.*’

In addition to flooding caused by local streams, properties within East Horsley are also affected by a risk of flooding stemming from issues of a relatively localised nature. These include surcharging of the underground sewer system, the blockage of culverts and gullies and the infilling of ponds, some of which date back to the Middle Ages, resulting in overland flow and surface water flooding.



The NPPF and National Planning Practice Guidance set out strict criteria for development within areas designated as flood zones, with further policies proposed in the emerging GBC Local Plan Policy P4 on *Flood Risk and water source protection zones*.

Addressing Objective 1.4, the following policy reflects the particular importance of the current surface water drainage systems in East Horsley and the need to ensure their continued effectiveness when impacted by new developments:

#### **Policy EH-EN5: Flooding**

Development proposals in East Horsley which will result in surface water draining into drainage gullies, ditches, culverts, pipes or other systems provided for surface water drainage that will run at some point downstream through an area subject to higher risk of flooding than found in Zone 1 of the Environment Agency's classification are required to demonstrate that the system is capable of accepting the anticipated extra load. Surface water generated is encouraged to be dealt with on site by means of Sustainable Drainage Systems ('SuDs').

Development proposals in such locations are required to ensure that existing drainage systems are not worsened, and ideally are improved, as a result of the proposed development. They must also ensure that no increase in surface water flooding will arise at the development site or the surrounding area as a consequence of the development.

## **4.6 Community-owned green spaces**

Over the past 20 years three green spaces in East Horsley have been acquired by EHPC for the benefit of the community, namely:

- Great Ridings Wood, acquired in 1997
- The Forest, acquired in two parts in 2002 and 2010
- Wellington Meadow, acquired in 2002

The first two woodlands were acquired with the widespread support of public donations organized by the Horsley Countryside Preservation Society ('HCPS'). A further area of woodlands, Clamp Rough and Gallows Grove, near Effingham Junction station, was also acquired with the help of public donations in 1993 and is now owned and managed by The Woodland Trust.

## 5. HOUSING

<b>Objectives:</b>	<b>Addressed by Policies:</b>
2.1 To deliver a range and mix of housing that meets the needs of the community;	EH-H1 to EH-H6, Com.3
2.2 To ensure developments are consistent with the established character of the village;	EH-H1 to EH-H8
2.3 To preserve the historic heritage of the village.	EH-H9

### 5.1 Housing Needs

In June 2015 a Household Survey was conducted for the neighbourhood plan by Surrey Community Action in order to assess the housing needs of East Horsley’s residents, the results of which may be viewed in the Evidence Base report, *Household Survey*.

Using this survey, together with available Census data on population and housing trends, we have analysed the housing needs in East Horsley with the results presented in the Evidence Base report, *Housing Needs Assessment*. An important finding of this report is that whilst persons aged 65 years and older represent less than a quarter of all residents in East Horsley, this age group accounts for 80% of projected housing needs, an outcome which appears to derive from the strong growth in numbers within older age bands forecast by the Office of National Statistics over the 2017-2033 period.

The Household Survey also showed there is a general need for more ‘smaller homes’ in East Horsley, in particular for those people looking to downsize, as well as for younger people wanting to start a home in the village for the first time. By contrast larger family homes appear to be relatively well supplied, both from the existing housing stock and by the steady stream of housing re-builds and infill developments taking place across the village.

Accordingly, the following core aims are proposed for the housing policies of the neighbourhood plan:

- a) To provide more smaller homes in the village;
- b) To provide more homes for people looking to downsize, anticipating that this will then free up their existing larger properties for those families needing more space;
- c) To provide more homes for first time buyers in order to attract and retain younger people within the village and to help ensure that a balanced population is achieved in the village over the long term;
- d) To provide more homes for the increasing numbers of elderly residents, including some new bungalows.

### 5.2 Housing types

Considering the present village housing stock and local trends, we have analysed the types of new housing needed to satisfy these different housing needs, as presented in our Evidence Base document, *Analysis of Housing Types*. Based on this analysis the following targets are suggested for market-based and affordable housing in the village:

<b><u>Housing Type</u></b>	<b><u>Proposed Target (%)</u></b>
Family Homes	30%
Homes for Downsizers	35%
Homes for First Time Buyers	20%
Housing for the Elderly*	15%
	100%

\* NOTE: This excludes residential nursing & care homes, which are a distinct planning class, C2, as classified under the Town & Country Planning (Use Classes) Order 1984, which defines the possible uses of a site – residential houses are generally Class C3. Nursing and care homes are discussed further under Policy EH-INF2 in Section 6.2.



Such housing types are not mutually exclusive of course and an element of overlap arises since housing may serve a variety of purposes – indeed this is a positive feature of a well-designed and flexible housing design. Within the context of East Horsley, the following typical specifications are assumed for these four different housing types:

- **Family Homes**, typically 3 or 4 bedroom houses, usually having gardens;
- **Homes for Downsize**, typically 2 or 3 bedroom houses, bungalows or apartments with good space standards, quality design and specifications, and small or communal gardens;
- **Homes for First Time Buyers**, typically 1 or 2 bedroom apartments or 2 bedroom houses with smaller room sizes and lower cost specifications;
- **Housing for the Elderly**, typically 1 or 2 bedroom apartments or bungalows.

In accordance with Objective 2.1, the following housing mix policy is proposed for all larger housing developments in East Horsley:

**POLICY EH-H1: Housing Mix**

Developments of 20 dwellings or more should provide a mix of smaller housing types with a maximum number of three bedrooms as a substantial majority of the total dwellings provided.

Development proposals are encouraged to consider provision for first time buyers within any scheme.

**Bungalows**

Small bungalows have been a common feature of East Horsley’s housing stock over many years but numbers have declined in recent times as a result of extensions and building demolitions with bungalows being replaced by significantly larger homes - in our consultations many residents expressed their dissatisfaction at this trend. Bungalows can be attractive to older residents, particularly those with reduced mobility. In the Household Survey, 32% of all respondents said they believed there is a need for more bungalows in the village (the third highest category) whilst of those persons who said they are looking to move within the village, 27% said that their first choice of property would be a bungalow. In accordance with Objective 2.1, the following policy is proposed:

**POLICY EH-H2: Bungalows**

Developments on sites of more than 20 dwellings should ensure that at least 10% of all dwellings are built to increased mobility standards suitable for the less mobile elderly. Development of bungalows is encouraged as a popular local building type.

Bungalows are not always seen as a particularly efficient form of residential development, something which is required by the NPPF. However, by offering bungalows with small gardens or just patios then their land requirements can be moderate.

### 5.3 Planning context

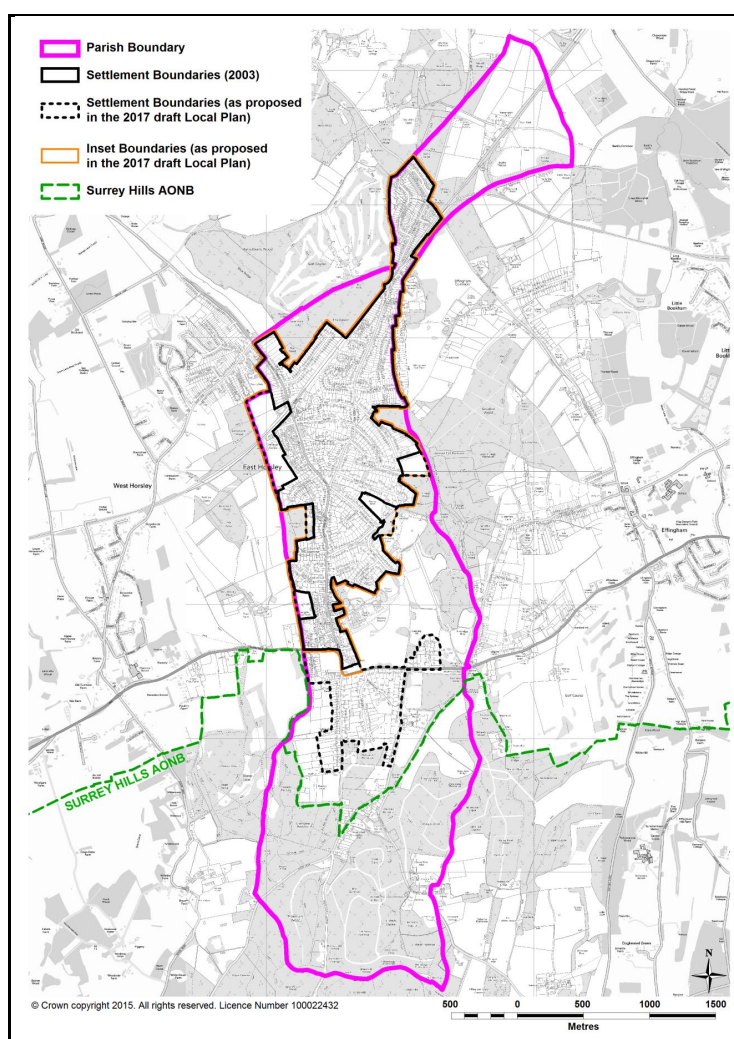
All of East Horsley lies within the Metropolitan Green Belt. Planning authorities have designated a settlement boundary within which new house-building is permitted subject to the policies of the development plan. Land inside the settlement boundary constitutes the settlement area. Outside of the settlement area new development, including residential housing, should only be approved in very special circumstances.

Under the emerging GBC local plan, ten changes are proposed to the settlement boundaries of East Horsley, expanding the settlement area of East Horsley from 193 hectares to 264 hectares, an increase of 37%.

The emerging GBC local plan also proposes to ‘inset’ East Horsley from the Green Belt within these revised settlement boundaries, except for certain areas in the south of the settlement which will remain within the Green Belt, including Park Horsley, part of Guildford Road, Longhurst Road, part of Chalk Lane, The Warren, Rowbarns Way and part of Green Dene. The inset area of the village would no longer be covered by Green Belt policies and different planning policies would become applicable from those used today. Green Belt planning policies will continue to apply to those areas in the south of the village settlement which will fall outside of the proposed inset area.

Map EH2 shown previously and reproduced again for convenience below shows the current and proposed settlement boundaries of East Horsley, as well as the inset boundaries proposed in the emerging GBC local plan.

**Map EH2: East Horsley current & proposed settlement boundaries**



## 5.4 Land availability

In February 2016 GBC published a Land Availability Assessment ('LAA') which details all of those sites within the borough of any significant size identified by GBC as being potentially available for future development. It followed several 'call for sites' organized by GBC for landowners to come forward and identify land for prospective future development.

There are six sites identified in the LAA that are located within East Horsley, listed as follows:

<i>No.</i>	<i>Site</i>	<i>LAA Reference:</i>	<i>Size (ha):</i>	<i>Type of site:</i>	<i>Planning area:</i>
1.	Countryside Depot	90 & 53	0.075	Brownfield	Settlement area
2.	BT Telephone Exchange	90 & 53	0.22	Brownfield	Settlement area
3.	Carlans Garage	350 & 1219	0.16	Brownfield	Settlement area
4.	Thatcher's Hotel	2044	1.3	Brownfield	Settlement & Inset areas
5.	Fangate Manor Farm	2177	1.8	Greenfield	Inset area
6.	Lollesworth Fields*	240	5.7	Greenfield	Inset area

Sites 1,2 and 3 above are potential brownfield sites that lie within the current settlement area. In accordance with our spatial development plan, we would support proposals for new housing development at these sites subject to the conditions set out in Site Policies EH-H3, EH-H4 & EH-H5 in Section 5.5 below. None of these sites are immediately available for development but all are expected to become so over the life of the neighbourhood plan.

Site 4, Thatcher's Hotel, is a brownfield site, the majority of which lies within the current settlement area. We support proposals for new housing development on that part of this site falling within the current settlement area subject to the conditions set out in Site Policy EH-H6 in Section 5.5 below.

Site 5 at Fangate Manor Farm is a greenfield site located outside of the existing settlement area. Under the emerging GBC local plan it is proposed to bring this land within the inset area. To our knowledge this site is not currently available for development.

Site 6, an unnamed site referred to for convenience in the neighbourhood plan as Lollesworth Fields\*, is a greenfield site located outside of the existing settlement area. Under the emerging GBC local plan it is proposed to bring this land within the inset area. It is also allocated in the emerging GBC local plan under Site Policy A39 with approximately 100 homes being proposed for this site. If approved for development this would represent the largest residential housing development in East Horsley seen for many years.

In general neighbourhood plans do not have the authority to allocate sites which are located within the Green Belt and outside of the settlement area. Therefore, no policies are proposed in this neighbourhood plan for either Site 5 or Site 6. However, if the Green Belt boundary changes are implemented as proposed in the emerging GBC local plan, thus providing a basis for their development outside of the Green Belt, then any future planning applications at Sites 5 and 6 above would become subject to the various general policies proposed in this neighbourhood plan. This includes Policy EH-H1 above which establishes a housing mix policy for larger sites and Policy EH-H2 concerning the building of new bungalows on larger sites.

As detailed in our Evidence Base, *Land Availability Analyses*, we have reviewed all potential sites of any significant size that may be identified for future housing development in East Horsley under current Green Belt rules. Our conclusion is that we do not believe there are any significant sites available for potential future housing development in East Horsley other than the six sites identified by GBC in their 2016 LAA, as listed above.

---

\* NOTE: 'Lollesworth Fields' is a name of convenience we have used in the neighbourhood plan for this unnamed site (LAA reference 240) shown in the local plan as Policy A39: 'Land near Horsley railway station, Ockham Road North, East Horsley'.

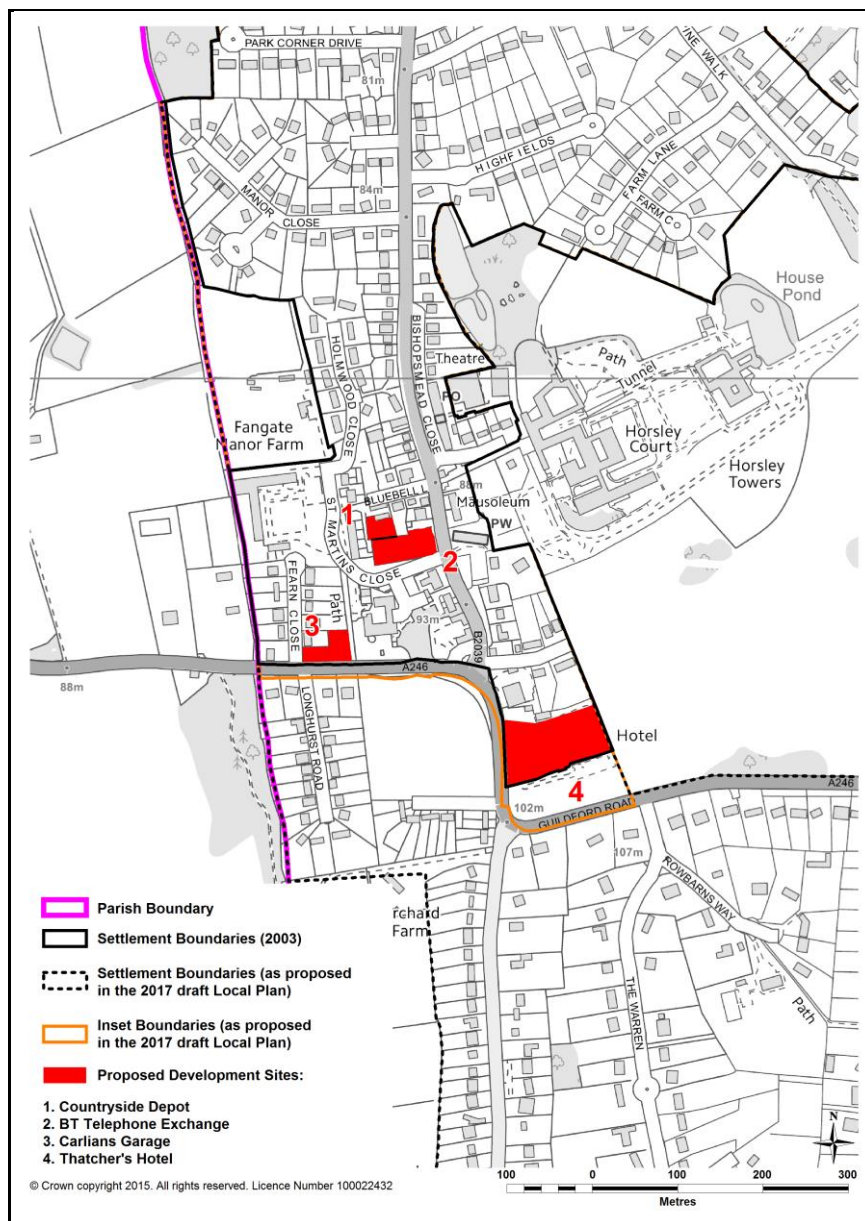
## 5.5 Development Sites

This section sets out policies for the four development sites proposed in East Horsley under the neighbourhood plan, establishing a basis for their sustainable development whilst making efficient use of the land available. All of these sites lie within the current settlement area and are expected to become available for development during the lifetime of the neighbourhood plan, namely:

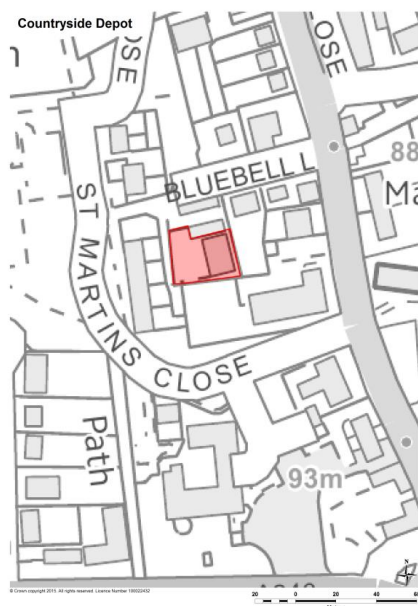
- Site 1 Countryside Depot in St Martin's Close
- Site 2 BT Telephone Exchange on Ockham Road South
- Site 3 Carlians Garage on the A246 Guildford Road
- Site 4 Thatcher's Hotel on the A246 Guildford Road

The locations of these four sites are shown in Map H1 below. Larger scale Proposals Maps for each site are given in Appendix I. Further information about these sites, including an analysis of their sustainability and a justification of the site housing numbers and densities proposed, may be found in the Evidence Base, *Sites Analyses*.

**MAP H1 Locations of proposed development sites**



## Site 1: Countryside Depot



This brownfield site of 0.075 hectares lies within the current settlement area on the eastern side of St Martin's Close. It is owned by Surrey County Council ('SCC') and leased to Surrey Wildlife Trust ('SWT') as a storage depot. Plans to relocate this function to another SWT location mean that this site is expected to become available for development within the medium term.

The site is close to St Martin's Court with its community centre, St Martin's Bowling Green and St Martin's Church, as well as the shopping area of Bishopsmead Parade. A nearby bus stop on the A246 provides regular services to Guildford and Epsom.

In view of its location close to the village bowling-green, church and community centre, we believe this site is especially suited to satisfying the housing needs of older residents. As such, we believe that a development of apartments or small terraced cottages would be appropriate for this site. Situated adjacent to the East Horsley Conservation Area, building designs at this site will need to be sensitive to the existing character of the area and its history. With a focus on older residents, compliance with the Lifetime Homes Design Code is recommended.

Since on-street parking is not possible along the narrow Ockham Road South and as St Martin's Close is already over-burdened with on-street car parking, it is important that any development will ensure sufficient parking is provided within the curtilage for all residents and visitors. In accordance with Objective 2.1, the following site policy is proposed:

### **POLICY EH-H3 Countryside Depot site**

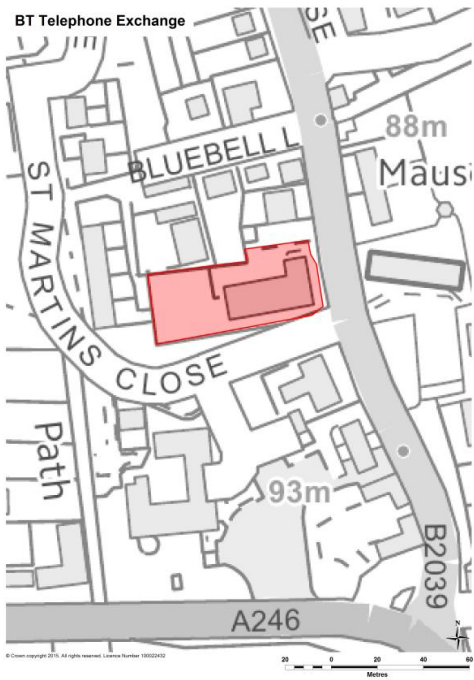
Planning permission will be granted for the development of 0.075 hectares of land at the Countryside Depot site, subject to the following criteria:

- a) The provision of up to 5 homes; and
- b) These homes should be designed to be suitable for the elderly (1&2 beds) or for downsizers (2&3 beds); and
- c) The development design should not affect the neighbouring amenity nor have a detrimental impact on the adjacent Conservation Area street scene; and
- d) All parking requirements for residents and visitors must be contained within the curtilage of the site.

This site could potentially be developed in conjunction with the adjacent BT telephone exchange site (Site 2 below), which may bring some benefit in terms of development efficiency. However, since the BT telephone Exchange site is not available in the short term, for maximum flexibility we propose separate policies for these sites. SCC also owns several small plots of land nearby, which could represent future brownfield re-developments. However, since they are not contiguous with the Countryside Depot we have not included them within this site policy and would regard them as potential windfalls. One small plot owned by SCC is adjacent to the BT Telephone Exchange site and therefore could potentially be added to that development if the respective owners agreed.



## Site 2: BT Telephone Exchange



This brownfield site of 0.22 hectares lies within the current settlement area at the corner of St Martin's Close and Ockham Road South. It functions as a telephone exchange, owned and operated by BT. In the longer term it is anticipated that BT are likely to sell this now partially disused site, as they have with other telephone exchanges across the country, although no firm plans are presently in place. Development therefore appears more likely to arise in the latter years of the neighbourhood plan.

The site falls within the East Horsley Conservation Area and part is designated an Area of High Archaeological Potential. It is close to St Martin's Court, St Martin's Bowling Green, St Martin's Church, and the Bishopsmead Parade local centre. Given its Conservation Area setting, building designs need to be sensitive to the existing character of the area and its history. As with the Countryside Depot, its location encourages the use of the site to satisfy the housing needs of older residents, both downsizers as well as more elderly residents. This leads us to believe that a development of apartments (including lifts) or terraced cottages would be appropriate for this site. With a focus on older residents, compliance with the Lifetime Homes Design Code is also recommended.

We believe that the site is of sufficient size and location near the Bishopsmead Parade local centre to also support the inclusion of small-scale flexible offices, which would help to stimulate local business and promote new employment in the area. In accordance with Objective 2.1, the following site policy is proposed:

### **POLICY EH-H4 BT telephone exchange site**

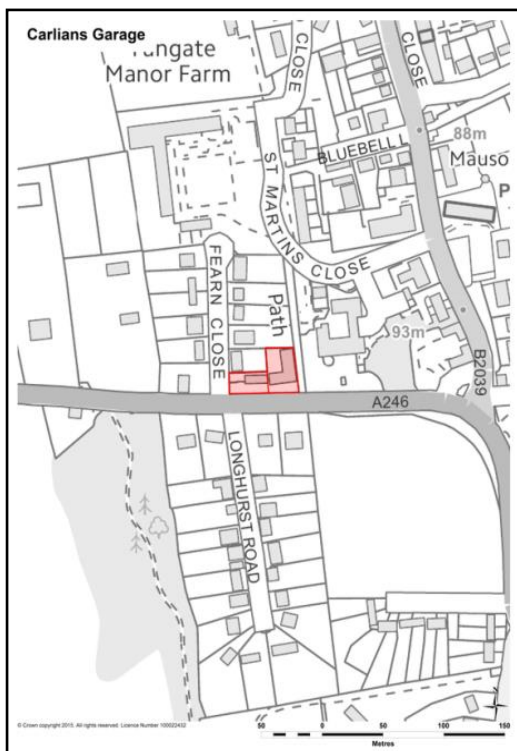
Planning permission will be granted for the development of 0.22 hectares of land at the BT Telephone Exchange site, subject to the following criteria:

- a) The provision of up to 10 homes; and
- b) These homes should be designed to be suitable for downsizers (2&3 beds) and also for the elderly (1&2 beds) in roughly equal proportions; and
- c) The development design should not affect the neighbouring amenity nor have a detrimental impact on the Conservation Area street scene; and
- d) All parking requirements for residents and visitors must be contained within the curtilage of the site.

Planning permission will also be granted for the development of flexible offices (B1a) of up to 250 square metres in total floor space, (equivalent to 2,691 square feet). Such offices must include appropriate parking provision within the curtilage, whilst the building design must be sympathetic with the surrounding Conservation Area.

The inclusion of small-scale flexible offices at this site is optional. However, if the developer chooses not to include them, then no increase in the numbers of dwellings will be supported beyond the maximum of 10 homes given in Policy EH-H4 above.

### Site 3: Carlians Garage



Carlians Garage is a potential brownfield site of 0.16 hectares in size, comprised of two adjacent sections under common ownership. It lies within the current settlement boundary of the village on the A246 Guildford Road between Fearn Close and the Limegrove Care Home and presently functions as a sales and service garage for motor vehicles.

There is a public footpath (FP603) on the eastern side of the site offering a connection to Bishopsmead Parade without pedestrians having to walk down the busy A236 and B2039. A bus stop offering services to Guildford and Epsom is also close to the site. The open grassland of the Wellington Meadow wildflower reserve is nearby on the opposite side of the A246.

The site is adjacent to two houses on the eastern side of Fearn Close and any development must be sensitive to its impact on these properties, as well as to the privacy of the nearby Limegrove Care Home.

Given the positioning of this site on the A246, with the three largest employers in East Horsley (De Vere Venues, Limegrove Care Home & Thatcher's Hotel) all within close walking distance,

we believe this site is well suited for first time buyers. Accordingly, and in view of its small size, we consider a development of apartments would be most appropriate for this site and our housing policy is based upon this assumption. Other developments such as terraced housing may also be feasible but housing numbers would probably need to be reduced. Since on-street parking is not possible on this busy main road, the development will also need to accommodate sufficient off-street parking for residents and visitors.

In view of the prominent position of this site close to two village landmarks (the 16<sup>th</sup> century Duke of Wellington pub and 19<sup>th</sup> century Horsley Towers gatehouse), it is also important that the development design should be sympathetic to the nearby street scene. In accordance with Objective 2.1, the following site policy is proposed:

#### **POLICY EH-H5: Carlians Garage site**

Planning permission will be granted for the development of 0.16 hectares of land at the Carlians Garage site, subject to the following criteria:

- a) The provision of up to 10 homes; and
- b) The majority of these homes should be designed to be suitable for first time buyers (1&2 beds); and
- c) The development should not affect the amenity of adjacent properties, in particular the houses of Rosewood and Chapel Porth in Fearn Close and Limegrove Care Home in St Martin's Close, nor have a detrimental impact on the nearby street scene; and
- d) All parking requirements for residents and visitors must be contained within the curtilage of the site, including sufficient space for temporary stopping by delivery trucks, refuse vehicles, etc, without them blocking the busy A246.

## Site 4: Thatcher's Hotel



Thatcher's Hotel is a potential brownfield site proposed by the current owner for housing re-development. It lies beside a right-angle bend of the A246 near one of the main entrances leading to the village centres. Access is near the junction with the B2039 Ockham Road South.

The hotel is a landmark building in a prominent position beside open parkland near to the East Horsley Conservation Area and overlooking Horsley Towers, a key heritage asset of the village. It is therefore important that any development must be very sensitive to this particular context, whilst seeking to preserve important lines of sight through the site, in particular from its western and southern perspectives.

Given its edge-of-village positioning on the A246 with a regular bus service towards Guildford and Epsom and within easy walking distance of the Bishopsmead Parade local centre, this site appears to be well suited to satisfying a broad range of housing needs.

We believe that housing designs should be varied and sympathetic to the character of this prominent site. A mixture of high quality apartments and characteristic residential housing (eg. terraced cottages) is recommended in order to achieve this goal.

The highway authority, when considering access arrangements, should review the provision for a safe crossing for pedestrians across the busy A246 at or around this location. A new publicly-accessible footpath is proposed at the site to encourage safe pedestrian access into the southern areas of the village via a quiet route away from the A246.

The total area of the hotel grounds is 1.3 hectares of which 0.74 hectares falls within the existing settlement area of the village. The policy proposed below is based upon development on that part of the hotel grounds which fall within the current settlement area and which represent the present built-up section of the property.



Frontage of Thatcher's Hotel, designed & built by Frank Chown in 1934

In accordance with Objective 2.1, the following policy is proposed:

**POLICY EH-H6: Thatcher's Hotel site**

Planning permission will be granted for the development of 0.74 hectares of land at the Thatcher's Hotel site subject to the following criteria:

- a) The provision of mainly smaller dwellings with no more than 3 bedrooms (market and affordable), to be located within the existing settlement area; and
- b) The original front building, which is of Chown design, should be retained if at all possible and converted into apartments or other housing; and
- c) Mature tree screening from the A246 should be maintained; and
- d) The Lovelace boundary wall on the southern and western boundaries adjacent to the A246 is a distinctive landmark feature and should be maintained; and
- e) A publicly-accessible footpath is encouraged to be provided allowing passage through or around the site from beside the petrol filling station to the pavement on the A246 Guildford Road close to the entrance of The Warren; and
- f) The loss of the hotel facility must be appropriately justified in the planning application in accordance with the applicable adopted local plan policy.



## 5.6 Affordable Housing



Chown Court, 7 affordable homes behind Bishopsmead Parade



Mount Green, 14 affordable homes in Frenchlands Gate

There are currently 97 affordable homes in East Horsley. Of these, 76 are provided by GBC, the remainder by two Housing Associations. In recent years there have been two developments of affordable housing in East Horsley: at Chown Court a development of 7 affordable homes was built for English Rural Housing, whilst within Frenchlands Gate there are 14 affordable homes built for the Mount Green Housing Association.

An analysis of the demand for affordable housing in East Horsley is provided in the Evidence Base, *Affordable Housing Assessment*. This analysis estimates the total affordable housing need of the village to be in the region of 15 dwellings over the plan period.

In the emerging GBC Local Plan, the policy on affordable housing is set out in Policy H2 *Affordable Homes*, including the requirement that 40% of all homes must be affordable on development sites of 5 dwellings or more. Whilst the local authority has the right to determine the percentage of affordable homes on a site, the Government has stipulated that the threshold for affordable housing now applies to sites of more than 10 dwellings. The impact of these policies is that significantly more affordable homes may be built in East Horsley over the plan period than our estimate for local affordable housing need has indicated.

It should also be noted that the legal framework for affordable housing and starter homes planning policies in England has been continually evolving and that further changes within the short term cannot be ruled out. Furthermore, East Horsley is not classified as a 'rural area' under the 1997 Housing Order and therefore is not exempt from the 'right to acquire or enfranchise' entitlement – a factor which may see affordable houses in the village bought up as soon as possible and thereafter lost to the affordable sector.

The NPPF does not empower a neighbourhood plan to allocate affordable housing, which remains the sole responsibility of GBC, implemented through the Borough Housing Manager. Accordingly, our previous site policies cover both market housing and affordable housing together according to the particular affordable housing policy applicable at the time. Decisions on the numbers of affordable homes at any given site, or the level of any contribution in lieu required from developers, will be determined by the Borough Housing Manager.

In order to ensure that both developers and GBC's housing department are fully informed about the particular needs and priorities for affordable housing in East Horsley, a Community Initiative is proposed, as shown in Appendix III.

## 5.7 East Horsley Design Code

As East Horsley has grown, a considerable variety of design styles have been used in housing across the village. These include the Lovelace style in flint and brick from the 19<sup>th</sup> and early 20<sup>th</sup> centuries, the distinctive Chown style of architecture in the inter-war period, down to a range of more modern housing designs in recent years. In the Household Survey, 2% of respondents classified their housing design as 'Lovelace', 16% as 'Chown' and 58% as 'Modern'. This range of styles is illustrated below:



Lovelace style detached house (19<sup>th</sup> Century)



Chown style, detached house (1930's)



Modern style, detached house (2000's)



Modern style, terraced houses (1990's)



Modern style apartments, Station Parade, (2000's)



Modernist, detached house, (2000's)

Such an eclectic mixture of housing design styles set in predominantly leafy roads, with relatively large gardens and close to rural surroundings, has created a housing landscape in East Horsley that is visually satisfying and full of interest. Further design examples are provided in the Evidence Base, *Housing Design Styles*.

Housing designs are governed by existing building regulations and a range of local planning policies such as Policy G5 *Design Code* of the 2003 Local Plan and in the emerging GBC local plan by *Design Policies* D1 to D4.

In the Village Survey, 96% of respondents said it was 'Very Important' (74%) or 'Quite Important' (22%) that new housing in East Horsley is designed to be in keeping with the present character of the village.

Accordingly, the following policies are proposed as the **East Horsley Design Code**, intended to supplement the general design policies of the NPPF and the emerging GBC local plan design policies within the specific context of East Horsley.

The following policy, addressing Objective 2.2, sets out the East Horsley Design Code applicable to houses and bungalows:

**Policy EH-H7 (a) East Horsley Design Code: *Houses & Bungalows***

Developments of houses or bungalows will be supported where:

- i) Designs are in keeping with the established character of East Horsley and with the style of properties surrounding the development;
- ii) Landscaping is consistent with the surroundings and context, whilst generally enhancing the 'leafy' character of East Horsley;
- iii) Residential development should be no more than two storeys high, other than in exceptional circumstances;
- iv) Adequate refuse & recycling storage is provided with minimum visual impact; bins should be stored out of sight from the street;
- v) Boundary clearances on the side of detached or semi-detached dwellings should be sufficient to allow access for wheelchairs if access to the dwelling and curtilage is not available for wheelchairs from the house;
- vi) Sufficient off-street parking shall be provided for all dwellings, dependent upon the size and type of housing, in order to ensure there is no on-street parking at the development other than in exceptional circumstances;
- vii) Garages are normally positioned to the sides of dwellings, not in the front, in order not to clutter frontages.

The following policy, addressing Objective 2.2, sets out the East Horsley Design Code applicable for developments of apartments:

**Policy EH-H7 (b) East Horsley Design Code: Apartments**

Developments of apartments will be supported where:

- i) Designs are in keeping with the established character of East Horsley and with the style of properties surrounding the development;
- ii) Adequate refuse & recycling storage are provided with minimum visual impact; bins should be stored out of sight from the street;
- iii) The roof height of the development is in keeping with its particular setting and is not overbearing on the general street scene. Development of apartment buildings of more than 12 metres high will not normally be supported;
- iv) Sufficient off-street parking shall be provided for all developments of apartments in order to ensure there is no on-street parking at the location by residents or their visitors other than in exceptional circumstances.

***New Roads***

Out of the 74 roads in East Horsley, 79% are un-adopted (ie private roads), 73% are cul-de-sacs, whilst the average number of dwellings per road is 23 homes, (Evidence Base, *East Horsley Housing Data*.)

When the construction of a new access road is involved in a multi-home development, the following features are recommended wherever feasible in order to ensure that the style and appearance of the new development are in keeping with the existing pattern of roads in East Horsley:

**Policy EH-H7(c) East Horsley Design Code: New Roads**

The recommended style for multi-home developments where new roads are being created is as follows:

- i) Include provision for footpath or cycleway linkages wherever possible (see also Policy EH-INF4, Footpaths & Cycleways, below);
- ii) If there is to be screening at the front of the house, use hedges or shrubs, not fences, walls or railings;
- iii) Paving is encouraged to be permeable including soft landscaping where possible to encourage natural drainage and limit surface water flooding;
- iv) Provide communally-owned green areas and trees to enhance the overall landscaping of the new development in keeping with the existing wooded nature of the village.

Responses of residents in the Village Survey in support of these East Horsley Design Code policies may be found in the Evidence Base, *Village Survey*.



## 5.8 Windfall developments

In recent years all housing development in East Horsley has been confined to ‘windfall developments’, meaning housing which is not part of a development plan. Planning records indicate that 110 net new dwellings were built as windfalls in East Horsley during the period 2000-2015, of which 62 were brownfield redevelopments and 48 were from ‘infilling’, ie. the development of a small gap in an otherwise continuous built-up frontage or the small-scale redevelopment of existing properties within such a frontage.



5 bed 'Re-build' following demolition of small bungalow, 2012



Falconwood, a backland development in the grounds of a number of large houses on Forest Road, 14 homes built in several phases.

Windfall developments, comprising both infill developments and brownfield re-developments, are expected to continue to be a significant source of new housing supply in East Horsley throughout the neighbourhood plan period, (See Evidence Base, *Land Availability Analyses*). The expansion of the village settlement area proposed in the emerging GBC local plan is also likely to contribute towards the future supply of windfall sites.

### **Residential re-builds**

Planning records indicate that between 2000 and 2015 some 79 homes on individual sites in East Horsley were knocked down and re-built, in most instances with a significantly larger dwelling being constructed on the same site. In some cases several houses were built on the same site after demolition, resulting in 87 new homes being constructed due to re-building activity over this period, (See Evidence Base, *East Horsley Housing Data*).

Re-builds are often unpopular with local residents, partly due to the disturbances caused by lengthy building work in the locality. However, given current house prices, re-building costs and prevailing stamp duty rates, such developments can be economically attractive for home owners.

Consequently, it is probable that residential re-builds will continue to be proposed in East Horsley in significant numbers for the foreseeable future. By making all re-builds comply with the East Horsley Design Code, such developments will only be supported if they are in keeping with both the general character of East Horsley and the character of the particular location at which the re-build is carried out.

## **Residential Infilling**

Residential infilling involves the development of a small gap in an otherwise continuous built-up frontage or the small-scale redevelopment of existing properties within such a frontage. Usually it involves the construction of a second dwelling (or more) on a plot, sometimes a parcel of vacant land, other times on a plot where there is already an existing home. Infilling may occur where the original plot is particularly large, for example as a result of having a sizeable garden, orchard or paddock. Between 2000 and 2015 there were 24 instances of such individual residential infilling in East Horsley, (See Evidence Base, *Land Availability Analyses*.)

Backland development is a particular type of infilling where a new dwelling is constructed on land to the rear of an existing dwelling, typically involving the construction of a new access road through or along one side of the plot. Sometimes it may involve constructing a new house in a large rear garden. Multiple developments may be possible by several houses collaborating on the collective sale of their gardens, (eg. as with Fairways behind Surrey Gardens), or on a larger plot of land behind one or more houses, (eg. as with Falconwood and Forest Gate). Single dwelling backland developments have been limited in East Horsley to date, although prospective changes in the applicable planning regime following the proposed inseting of the village from the Metropolitan Green Belt could potentially change this in future.

Addressing our Objective 2.2, and in accordance with NPPF paragraph 53, the following policy is proposed:

### **POLICY EH-H8: Residential Infilling**

Residential infilling development will be supported within the applicable settlement area where the proposed development meets the following criteria:

- a) It will have no material adverse impact on the neighbouring amenity; and
- b) The site is substantially surrounded by existing development; and
- c) The size and massing of new residential development is to be no greater than that of surrounding property.

## 5.9 Heritage Assets

East Horsley has a rich architectural heritage, much of it dating from the 19<sup>th</sup> Century when the village was part of the Lovelace Estate. Lord Lovelace favoured a distinctive architectural style using brick with flint facings, a style which may be seen on buildings across the village today, as well as on a range of other structures such as walls, bridges and even Lord Lovelace's own mausoleum.

Currently, there are 47 listed buildings and other structures in East Horsley, including two Grade II\* listed buildings – the 11<sup>th</sup> century St Martin's Church and 19<sup>th</sup> century Horsley Towers. GBC has designated the immediate area around Horsley Towers and St Martin's Church as the East Horsley Conservation Area, which provides protection for all buildings and trees within this area.

The East Horsley Conservation Area encompasses 25 listed structures in total whilst the remaining 22 listed structures (buildings, bridges, etc) are more widely dispersed across the village. A schedule of all listed structures in East Horsley from the National Heritage List and all of the 'locally-listed' structures designated by GBC may be found in the Evidence Base, *Heritage Assets*, together with a map showing the designated Areas of Archaeological Potential within East Horsley. SCC's Surrey Historic Environment Record has also identified a further 91 scheduled monuments spread across the parish of East Horsley.



*St Martin's Church was founded in the 11<sup>th</sup> century*



*Duke of Wellington public house, originating from 1561.*

During the inter-war period and for some years thereafter the architect, Frank Chown, was responsible for designing distinctive 'arts and craft' homes across East Horsley and these houses, some of which are locally listed, represent a characteristic style of housing design helping to define the look and feel of East Horsley.

The emerging GBC local plan Policy D3 *Historic Environment* has set out a general policy for the preservation of historic assets across the borough. In addressing Objective 2.3, the following is proposed to supplement this policy and the NPPF within the particular context of East Horsley:

### **POLICY EH-H9: Heritage Assets**

Proposals for the development of buildings in East Horsley which have been granted a 'local listing' by GBC will be assessed taking into account the scale of any harm or loss and the significance of the building concerned in terms of its historic value or architectural merit.

Proposals for the development of other non-listed buildings of historic significance or of special character will be assessed taking into account the scale of any harm or loss, the significance of the building concerned and any public benefit arising from the proposed development.

## 6. INFRASTRUCTURE POLICIES

<b>Objectives:</b>	<b>Addressed by Policies:</b>
3.1 To maintain and enhance local infrastructure;	EH-INF1 to 7, Com.4 - 6.
3.2 To maintain and enhance medical facilities;	EH-INF1 & 2
3.3 To meet the schooling needs of village residents;	Section 6.3
3.4 To improve the safety of pedestrians, cyclists, motorists and other road users;	Com.4 & 5
3.5 To improve the availability of village parking;	EH-INF1 & 3
3.6 To meet the needs of older people and people with disabilities;	EH-INF2 & 4
3.7 To maintain and enhance leisure facilities.	EH-INF5 & 6

### 6.1 Introduction

East Horsley has a broad range of infrastructure within the village including some first class civic facilities such as the East Horsley Village Hall, the Horsley Library and the Nomad Theatre for amateur dramatics. There is a wide variety of shops, an excellent medical centre and some high quality sports facilities. There are also a number of well-regarded schools located relatively close to the village, although there is no school actually situated within the East Horsley parish area.

However, reflecting its gradual evolution over the past century from a small rural estate into the largest village within Guildford borough, there are a number of elements of East Horsley's infrastructure which are under severe pressure, leaving many residents dissatisfied. Chief amongst residents' concerns are issues relating to the principal road network. The 'spine' roads of Ockham Road North, Ockham Road South and Forest Road in particular are narrow, historic rural lanes, not built to take the volumes of cars and HGVs that presently use them. The road surfaces tend to be poor in places, whilst pavements, where they exist, are narrow, often neglected and in sections can be dangerous to use. Options for improvements to these roads and pavements are limited as all the spine roads are bordered by private garden fences, walls, high banks or streams.

Another issue of significant concern to residents is the impact of potential developments in nearby villages arising as a result of the site policies and Green Belt boundary changes proposed in the emerging GBC local plan. With around 500 new homes in prospect (before windfalls) in the two Horsleys and another 2000+ homes proposed at the former Wisley airfield in nearby Ockham, many residents are worried about the impact such developments may have on East Horsley's infrastructure and services, fearing they will be overwhelmed by such large-scale housing developments nearby.

Village utilities of different kinds may also be impacted by such developments. For example, the foul drainage network in many parts of the village is old and additional capacity may be required both for wastewater transmission and for existing sewage treatment facilities in the light of such housing expansion. Furthermore, the inability of the surface water drainage systems in Ockham Road and Kingston Avenue to cope with the effects of heavy rainfall gives rise to regular flooding and consequent problems for both pedestrians and motorists.

Neighbourhood plans have only limited authority to put forward policies relating to infrastructure. Much is under the control of statutory authorities and outside the remit of neighbourhood plans. Where this is the case, and where the issue is clearly of concern to residents, a number of Community Initiatives have been proposed in Appendix III in order to try and seek solutions by direct engagement with the statutory authorities under the umbrella of the EHPC.

In cases where the neighbourhood plan does have authority, policies have been put forward in this section which seek to address present infrastructure limitations, whilst also planning for the longer term, in particular for the impact on East Horsley of nearby housing developments proposed in the emerging GBC local plan.



## 6.2 Medical & care facilities



Horsley medical centre in Kingston Avenue & car park



Limegrove Care Home, 55 rooms, managed by Anchor

East Horsley has one medical centre, located in Kingston Avenue. The Horsley Medical Practice has a present complement of 8 doctors, 6 nurses, plus healthcare specialists and support staff. Its catchment area covers East and West Horsley as well as the nearby villages of Effingham, Ockham and Clandon. Premises date from the mid-1980's, with a sizeable extension added in the 1990's. The Horsley Medical Practise has a good reputation with users, although growing demand appears to be placing an increasing strain on its resources, (see Evidence Base, *Horsley Medical Centre Survey*).

Under the emerging GBC local plan (Infrastructure Schedule) further expansion of the Horsley medical centre is proposed in response to population growth arising from new developments in its catchment area. The indicated timescale is 5 - 15 years, although since much of the local plan housing is planned for the first 5 years, a similar timescale would seem more appropriate for this expansion. One particular concern of residents expressed in the Village Survey is the limited car parking available at the medical centre. Addressing Objective 3.2, the following policy is accordingly proposed:

### **POLICY EH-INF1: Horsley medical centre**

Development proposals for the extension of medical facilities at the Horsley medical centre in Kingston Avenue will be supported. Such proposals should ensure that additional spaces for patient and staff parking are provided sufficient to ensure parking spaces are normally available for patients and staff within the confines of the medical centre parking area.

Demographic projections to 2033 suggest the highest population growth rates in East Horsley will arise in the 85+ age band. Currently there are two institutions offering care services for the elderly in the village: Limegrove Care Home, a private nursing home under SCC lease with 55 rooms for the over 65's suffering dementia or physical disabilities, (Class C2); and St Martin's Court, a GBC-owned assisted living/extra care sheltered accommodation facility providing 31 rented 'affordable' flats for the over 60's, (Class C3).

Both Limegrove and St Martin's Court have some scope for building extensions on their present sites, although neither currently have plans for such expansion. To cater for growing demand in future for elderly care facilities of different kinds, and in accordance with Objective 3.6, the following policy is accordingly proposed:

### **POLICY EH-INF2: Care facilities**

Development proposals for the extension of existing facilities at Limegrove Care Home and St Martin's Court will be supported.

In 2016 EHPC established a new Health Enabling Group to help co-ordinate the excellent work of different voluntary organizations across the village which provide a range of support services, transport assistance and community activities for older village residents and for people with disabilities or mobility difficulties.

### **6.3 Schools**



*The Raleigh School, West Horsley (430 pupils)*



*Howard of Effingham Academy School, (1600 pupils)*

East Horsley does not have any school located within the parish boundaries and none are being planned by the educational authorities. Nor, to our knowledge, are any free schools or academies being contemplated for the village.

There is an independent pre-preparatory school, Glenesk School, in Ockham Road North in West Horsley. The closest state secondary school to East Horsley is the Howard of Effingham School in Effingham parish, although some East Horsley children attend other schools further afield. A range of independent fee-paying schools catering for pupils of all ages can be found across the wider area - the closest is Cranmore School in West Horsley. The Raleigh School in West Horsley is the main state primary school used by the residents of East Horsley. Some children from East Horsley also attend St Lawrence Primary School in Effingham, while others go to St Matthew's C of E (Aided) Infant School in Downside, Cobham. There is also a private nursery facility operating within the East Horsley Village Hall.

The Raleigh School is a thriving two-form entry primary academy with around 430 pupils. However, its site is just 0.8 hectares in size, with buildings having been repeatedly extended, which leaves no room for further expansion. Currently there is a waiting list for new entrants in all years although children from East and West Horsley are presently given priority.

Given the expansion in the population of East and West Horsley envisioned in the emerging GBC local plan, the trustees of the Raleigh have concluded that their school could not cope with the additional demands arising from such expansion. Accordingly, the Raleigh has announced it is seeking to re-locate the school to another larger site within West Horsley. However, at the present time the Raleigh has not obtained the approval of the educational authority to re-locate, nor has it secured a new site.

## 6.4 Roads



*Enforced kerb mounting on Ockham Road South.*

East Horsley is served by one 'A class' road, the A246 which runs south of the main village centres, connecting Leatherhead to the east with Guildford in the west. There are two main spine roads traversing the village settlement, Ockham Road (B2039) and Forest Road. These are both narrow rural roads, originally country lanes. They are winding and have various pinch points restricting the passage of larger vehicles. In places these roads have widths of just 4.5 metres or less, insufficient for two large vehicles to cross, as the adjacent photograph illustrates. Traffic issues are further exacerbated by the volume of vehicles cutting through from the A246 heading for the Ockham roundabout and the A3 towards London and the M25 or towards Guildford, (See Evidence Base, *Roads & Pavements*).

Additional development around East Horsley is likely to result in increased traffic flows through the village, putting further pressure on an already constrained road network. This is recognised in the emerging GBC local plan and the *Surrey Transport Plan 2011-2026 (LTP3)*, Surrey County Council, February 2016, which have designated the Horsley and Effingham Junction railway stations as bus interchanges. Traffic management improvement schemes are also proposed for both East and West Horsley.

With limited opportunities available for road widening through the village settlement, the main focus is likely to be on traffic calming or other measures for modifying driving behaviour. The speed-platform installed in 2017 near to Station Parade represents a recent example and came about after lengthy discussions between EHPC and SCC.

## 6.5 Public car parks



Horsley Station railway car park



Effingham Junction Station railway car park

The main public car parks in East Horsley are to be found at the following locations:

**TABLE INF.1 Public car parks in East Horsley**

Car park location	No. spaces	Car park owner	% of users who report they have problems 'Often' *
Horsley Station	170	Network Rail	15%
Effingham Junction Station	186	Network Rail	26%
East Horsley Village Hall	67	GBC, leased to village hall	15%
Rear of Station Parade	57	GBC, leased to EHPC	7%
Front of Station Parade	30	SCC	n/a
East Horsley Medical Centre	25	GBC	37%
Bluebell Lane	25	GBC	n/a
Bishopsmead Parade	23	SCC	29%

*\* From Village Survey, % respondents who 'Often' experience parking problems, calculation based on numbers of users.*

*Source: EHNP estimates.*

With the exception of the Horsley medical centre (*discussed in Section 6.2 above*), findings from the Village Survey suggest that in general the main public car parks in the village appear adequate for their present levels of demand, although reports from railway staff and commuters suggest that both station car parks are effectively operating at full capacity on weekdays, whilst the small Bishopsmead Parade parking area is often found to be full during peak hours, effecting residents and local businesses.

This parking situation is expected to worsen under the emerging GBC local plan, since many residents of developments in surrounding villages are likely to come into East Horsley to use the shops and railway stations, making it probable that additional car parking will be needed in the village over the neighbourhood plan period. Accordingly, the following policy supports future enhancements at the main public car parks in the village:

### **POLICY EH-INF3: Parking improvements**

Proposed developments that would result in additional and/or enhanced provision of car parking spaces at Station Parade, Bishopsmead Parade, the East Horsley Village Hall, Horsley Railway Station, Effingham Junction Railway Station and the Horsley medical centre will generally be supported, subject to their compliance with other policies.

Proposed developments that would result in the loss of public car parking at these locations will be resisted unless it can be satisfactorily demonstrated that the volume of parking space remaining is sufficient to address the parking needs at that location.



## 6.6 Pavements

Many of the pavements (*ie. tarmac or paved footways alongside vehicular carriageways*) on the main roads through the village are narrow and uneven, with their widths further restricted by growth from adjacent hedges. Many pavements are in poor condition, usually due to tree root damage, which leads to warped and cracked surfaces. This is particularly the case in Ockham Road South in the section running from the A246 to Frenchlands Gate and in Forest Road at Effingham Junction from the railway bridge to Old Lane. This combination of factors results in many of East Horsley’s pavements being unsafe for pedestrians, pushchairs, wheelchair users, and those with mobility problems. A consequence is that sometimes people avoid using these pavements and rely on car transport instead, (See Evidence Base, *Roads & Pavements*).

**TABLE INF.2 Narrow pavement widths in East Horsley, selected examples**

Road	Location of narrow pavement	Actual Minimum (metres)	Required Standard (metres)
Ockham Road North	Railway Bridge to near Glenesk School	1.1	2.0
Ockham Road South	Near Lower Peryers	0.85	1.2*
Ockham Road South	Near Conisbee's & Lynx Hill	1.1	2.0/2.5
Forest Road	Woodland Drive to High Park Avenue	0	n/a
* Permitted width beside encroaching tree			
<i>Source: EHNP estimates</i>			

As illustrated by Table INF2 above, many pavements do not meet current regulatory width standards. This is particularly the case with the main pavements used by pedestrians walking to the Raleigh and Glenesk schools, commuters walking to the stations or to the shops, churches or medical centre. In many places it is not safe to walk two abreast, for instance holding the hand of a child. The pavements are also difficult for pushchairs and often impossible for wheelchair users. There have been reports of bags being dragged off people’s shoulders by passing trucks due to the combination of narrow pavements and narrow roads. In wet weather pedestrians are liable to be drenched by passing traffic, (*see adjacent photo*), so people choose to drive rather than to walk, even if the distances are short. Crashmap data shows that of the 33 traffic ‘incidents’ in East Horsley reported to the police during the last five years, 11 of them involved injuries to pedestrians.



*Pedestrian shower facilities available in Ockham Road North*

## 6.7 Footpaths & Cycleways

East Horsley has a good network of recreational footpaths allowing residents and visitors to enjoy the rural countryside of the village. Two circular trails are particularly noteworthy: the Horsley Diamond Jubilee Trail, a 9 mile walk around the Horsley boundaries, and the Lovelace Bridges Trail, a 4 mile walk linking the bridges of the former Lovelace Estate through the woodlands south of the A246. In addition most of the Local Green Spaces discussed in Section 4.1 earlier have networks of publicly-accessible recreational trails within them.

Less well developed in East Horsley are footpaths linking different parts of the settlement area. For example, for people wanting to walk between the main village centres of Bishopsmead Parade and Station Parade there is presently no realistic alternative apart from the busy Ockham Road South with its narrow and uneven pavements, which leave pedestrians exposed to passing traffic just inches away. Relatively few footpaths are accessible for people with mobility problems, those with pushchairs, or those using wheelchairs or mobility scooters.



Many people, both residents and visitors, make use of East Horsley's narrow rural roads for recreational cycling, particularly at weekends: after the 2012 London Olympics numbers of visiting cyclists increased significantly. However, there is only one designated cycleway in the village - the Effingham to Horsley cycleway, a one-and-a-half mile track through Great Ridings Wood, which facilitates an off-road linkage between the two villages. Accordingly, it is proposed that with new developments the opportunity should be taken, where possible, to create a new footpath and/or cycleway to facilitate better linkages across the village, away from

the main roads. Improved footpath and cycleway linkages should tend to encourage more people to walk or cycle for shorter journeys within the village as an alternative to using cars, hence promoting greater sustainability.\*

The Policy EH-H6(e) shown in Section 5.5 earlier illustrates this approach, proposing a new footpath at the Thatcher's Hotel site to improve linkages into the southern parts of the village. Addressing Objective 3.4, the following footpaths and cycleways policy is proposed for developments involving more than five dwellings:

### **POLICY EH-INF4: Footpaths & Cycleways**

Proposed developments of five dwellings or more shall make provisions, where feasible, for publicly accessible footpaths or cycleways linking such developments with existing footpaths or cycleways in order to enhance safe linkages across the village. Proposed developments that would result in the loss of existing or planned footpaths or cycleways will not normally be supported, unless suitable alternatives are provided.

All such footpaths or cycleways shall include provisions to facilitate their use by disabled persons or persons of limited mobility throughout their length.

Relatively few of the footpaths around the village are accessible for people with mobility problems, those with pushchairs, or those using wheelchairs or mobility scooters, so that residents with mobility issues have difficulties in moving around the village by means other than the car. Whilst new facilities must meet the requirements of the Disability Discrimination Act 1995, and new streets and footpaths meet current standards, many older ones do not. Currently both post offices are not accessible for people in wheelchairs, the two stations are not compliant for both inward and outward journeys and many shops do not meet these standards. The development of all weather trails to allow easy access around the village as an alternative to using existing poor quality pavements would significantly benefit people with disabilities. Such trails could potentially be funded through the Community Infrastructure Levy, (See Section 6.10 below).

\* NOTE: Recommendations on practical improvements for enhancing cycleways and encouraging more people to cycle safely may be found in the Guildford Cycling Plan, developed jointly by SCC and GBC.

## 6.8 Leisure Facilities



East Horsley Village Hall: a community-funded facility used by around half of all leisure groups in the village



Nomad Theatre: a modern 120 seat community theatre for amateur productions of drama, dance & music

Whilst close rural surroundings offer easy access for outdoor activities such as walking, cycling, etc, a diverse range of other leisure activities are also available in East Horsley, supported by the following facilities:

**TABLE INF.3 Principal leisure facilities located in East Horsley**

Name	Facilities
Crocknorth Farm Stables	Horse-riding stables & training area
East Horsley Village Hall	One large hall, 4 smaller rooms
Horsley Park De Vere Venues	Mini-gym & pool within hotel
Horsley Sports Club	Cricket pitch, 6 tennis courts.
Kingston Meadows Recreation Ground	Football pitch, MUGA, spider, BMX & skateboard tracks, outdoor gym
North Surrey Gun Club	Clay pigeon shoot
Ridings Wood Lodge	Stables & training area
St Martins Bowling Green	One bowling green
St Martins's Community Hall, Effingham Junction	One medium-sized hall.
The Drift Golf Club	18 hole course & practice range
The Nomad Theatre	120 seat theatre

These facilities, as well as others in nearby villages, help to sustain 28 sports clubs and 85 other leisure groups, as detailed in the Evidence Base, *Leisure Facilities*. The diversity and scale of these leisure groups is indicative of their important contribution to community life in East Horsley. In the Village Survey, 83% of respondents said that “*the diverse choice of leisure facilities available*” was either a ‘Very Important’ (31%) or ‘Quite Important’ (52%) attribute defining the character of the village.

A mini-survey carried out of 20 clubs and societies indicated the wide support such organizations enjoy, whilst also confirming the largely satisfactory state of their physical facilities. The most frequently voiced concerns were not about the facilities themselves but rather ‘human factors’ such as the importance of getting regular volunteers and the need to attract younger members, (See Evidence Base, *Leisure Facilities*)

The Village Survey also asked respondents what new leisure facilities they would most like to see in the village - the most common response was along on the lines of: “*Nothing really, since the area is already well provided*”. Of those who did make specific suggestions, the most frequent was for a swimming pool and/or gym facility in the village.

In addressing Objective 3.7, the following policy is proposed:

### **POLICY EH-INF5 Leisure Facilities**

Proposals to establish new small-scale leisure facilities in East Horsley, or to expand or improve existing facilities, will generally be supported where they are appropriate for their location and context.

### **St Martin's Bowling Green**



St Martin's bowling green, located in St Martin's Close, is the only bowling green in East Horsley and the only green space of any significant size that remains undeveloped within the settlement area. A Proposals Map of this site is provided in Appendix I(c).

The bowling green is owned by GBC and leased to the East Horsley Bowls Club. It is also used by the Horsley U3A Bowls Club. The bowling green is highly valued by local residents, both as a playing facility and by non-players who may enjoy a tranquil

picturesque place to relax and watch bowls, (See Evidence Base, *Leisure Facilities*)

Closure of this facility would represent a significant loss to the village and therefore, in accordance with Objective 3.7, the following policy is proposed:

#### **POLICY EH-INF6 St Martin's Bowling Green**

Proposals that would result in the loss of the village bowling green in St Martin's Close will be resisted unless equivalent facilities of at least a similar scale and quality are first made elsewhere at a location within reasonable proximity of its present location or near to either the local centre or district centre of East Horsley.

## **6.9 Communications Infrastructure**

NPPF paragraph 42 states that advanced high quality communications infrastructure is essential for sustainable economic growth and plays a vital role in enhancing the provision of community facilities and services for residents and local businesses.

Accordingly the following policy is proposed:

#### **POLICY EH-INF7 Broadband**

All new developments must be designed to enable connection to high quality communications infrastructure including super-fast broadband.



## 6.10 Community Infrastructure Levy



Footbridge at Horsley Station: not wheelchair accessible



Degraded roadway into the central part of Station Parade.

The Community Infrastructure Levy (CIL) represents a payment made by developers to local authorities on commencing the building out of planning permission at a development site. In the case of Guildford borough, the terms and conditions of CIL payments are given in the emerging GBC Local Plan Policy 11, *Infrastructure & delivery*, and the Preliminary Draft Charging Schedule 2015.

Once GBC has introduced and started to collect CIL and the East Horsley Neighbourhood Plan is adopted, EHPC will receive 25% of all CIL funds arising from development sites in East Horsley. EHPC is required to spend these funds on infrastructure projects within the parish or on other projects which generally support village development. EHPC will have a responsibility to report its CIL spending each year on its website. GBC is required to spend its portion of CIL funds on projects related specifically to infrastructure within Guildford borough.

The CIL funds to be received by EHPC are dependent upon the number and size of market-based housing at development sites within the village. EHPC must then decide how to allocate such funds. Projects which could potentially be considered by EHPC for funding support might include, for example: the renewal of ineffective surface water drainage systems, establishing new public lavatory facilities, creating more all-weather trails, installing additional traffic calming measures, further pavement repairs, creating new cycle routes, etc.

A Community Initiative is proposed to establish a new EHPC Infrastructure Task Group, as described in Appendix III.

## 7. LOCAL ECONOMY

### **Objectives:**

- 4.1 To enhance local employment and encourage local businesses;  
 4.2 To sustain the character and diversity of our retail centres;  
 4.3 To support home-workers.

### **Addressed by Policies:**

EH-LE 1 to 4  
 EH-LE 1, Com.7  
 Com.8

### 7.1 Introduction

East Horsley has a thriving local economy. Historically farming was the key driver behind the prosperity of the parish but in line with experiences witnessed across the country the village has seen significant socio-economic changes as a result of increasing affluence, the rise in car ownership, shifts of population between towns and the countryside and the development of faster fixed-line and mobile internet technology. The number of farmers and agricultural employees has reduced dramatically and many farm buildings have been converted to other uses.

Over the past fifty years, rural settlements have become attractive to an increasing number of mobile individuals and their families who choose to live in the country but work in the town, city or from home. This has led to a significant population growth in rural locations such as East Horsley that are accessible from major urban areas. Also, the limited availability of workspaces and jobs in rural communities, together with the high cost of housing and the proximity of London further encourages young people to leave the area when they reach working age. This loss has social as well as economic consequences.

With over 80 businesses, East Horsley does, however, have a diverse and sustainable local business community which continues to grow and support the local economy. The two largest employers are De Vere Venues at Park Horsley and Limegrove Care Home in St Martin's Lane. Small retail and service businesses have a significant presence based mainly around the well-established shopping areas at Station Parade and Bishopsmead Parade. There are also a number of small offices and workshops at dispersed locations across the village.

Like many villages across the country East Horsley has been affected by broader market trends, exemplified by the closure of bank branches and sub-post offices and growth in the numbers of estate agents, coffee shops, restaurants, charity shops and professional service outlets. In the Village Survey, 94% of respondents said that having a range of shops and services close at hand was either a 'very important' (54%) or 'quite important' (40%) attribute in helping to define the character of East Horsley. The Jobs & Local Economy Survey also found that a majority of respondents supported the concept that East Horsley should be a thriving, mixed community offering local job opportunities alongside successful small businesses, shops, restaurants and cafés.

### **Vision for the East Horsley local economy in 2033**

*In 2033 East Horsley's local economy will be thriving. The village will be well-connected, utilising high speed broadband and modern mobile communications and having good transport links to nearby towns. Specialised outlets will have evolved to cater for the more immediate needs of local residents, including the increased numbers of people working from home.*

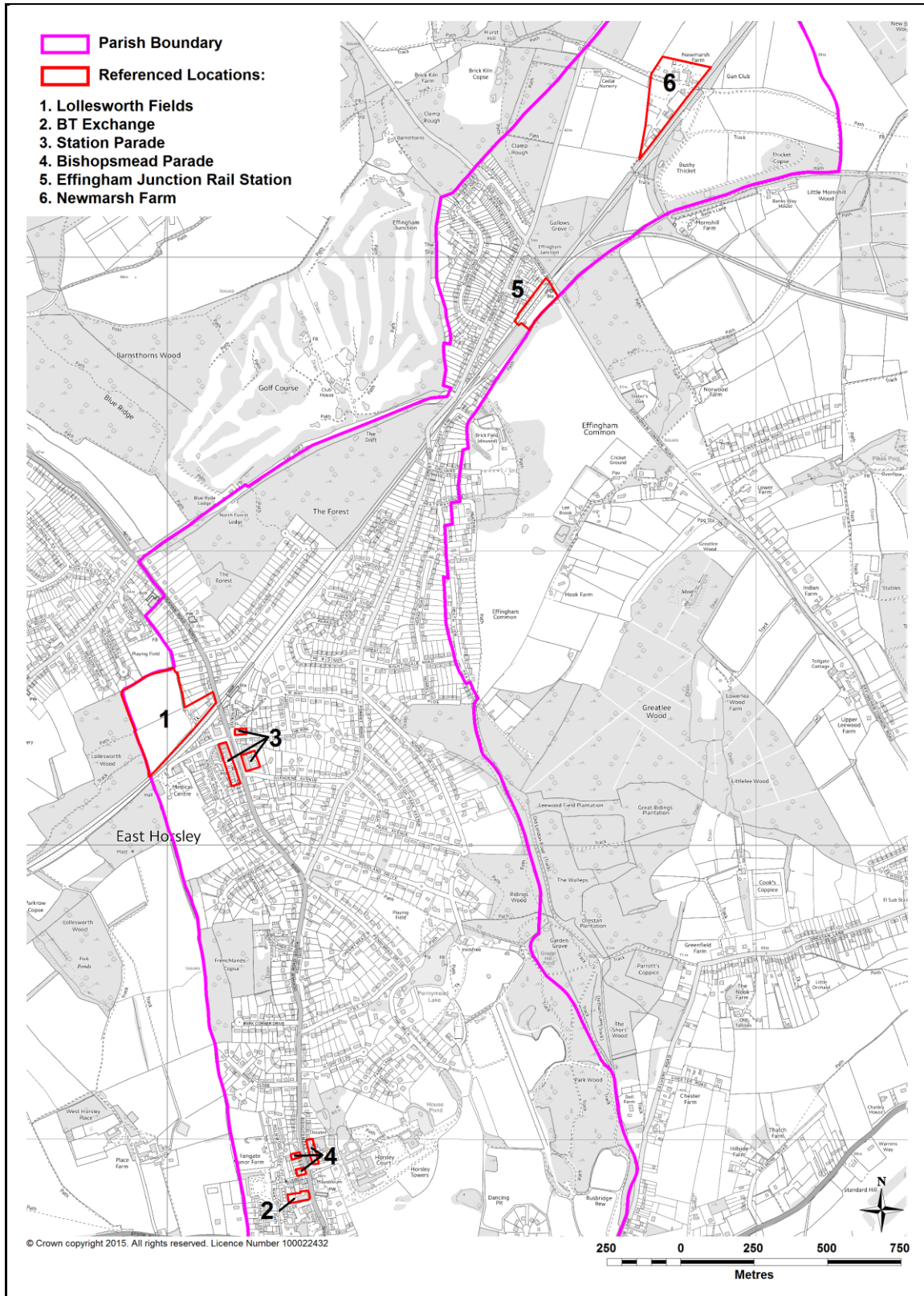
*In addition to convenience stores in Station and Bishopsmead Parades, there will be an emphasis on the supply of fresh local produce which is not easily catered for via home delivery. Healthcare, dentistry and personal lifestyle services, such as hairdressing, physiotherapy, fitness and leisure services, will have developed alongside cafes and restaurants, which will also provide much needed opportunities for social interaction.*

*A limited number of sympathetically located small businesses will support additional local employment and help to further service and support the local economy, established at diverse locations potentially including Lollesworth Fields, the BT Telephone Exchange site and Newmarsh Farm.*

*A monthly East Horsley market will also be established, offering fresh local produce, bringing new customers in from the surrounding areas and potentially increasing the footfall within East Horsley's shops.*

The policies and community initiatives set out below are intended to maintain and nurture the local economy of East Horsley in order to support ongoing sustainability of the village, whilst ensuring its present character is maintained.

**Map LE1: The local economy of East Horsley: referenced locations**





## 7.2 Retail centres



Station Parade, part of the western side



Bishopsmead Parade

Station Parade and Bishopsmead Parade are long established retail locations that represent the two focal centres of East Horsley. These parades offer a diverse range of outlets and services for residents of the Horsleys and surrounding villages. Whilst the number of outlets has been stable for some years, the products and services on offer have continued to evolve, reflecting broader nationwide trends in retailing and consumer behaviour. Currently demand for outlets appears relatively stable, with any vacancies usually filled in a reasonable timescale, although the presence of three charity shops at these parades does suggest that demand at current lease rates is by no means unlimited. Longer term it is likely that these parades will benefit from increased footfall arising from new developments proposed in the emerging GBC local plan for their catchment areas.

There is also one retail outlet located in Effingham Junction (Effingham Mini Market) serving the local area and a nearby dental health centre (Mortiboys).

In the emerging GBC local plan there are currently no plans to expand the total retail space at either Station Parade or Bishopsmead Parade, nor is any expansion proposed in this neighbourhood plan. However, as vacancies become available at existing outlets within these parades, it is proposed that any change of use\* applications should support those tenants who can bring retail diversity or other benefits to the community. For example, to reduce the need for car trips for everyday shopping needs and preserve the local environment and its character, retail use (A1) would be supported in favour of other uses such as hot food takeaways (A5), business offices (B1) or betting shops. This support will be particularly important in Bishopsmead Parade because it is in a conservation area where planning permission will more often be needed for change of use

Moreover, to discourage retail and service units from being left vacant for long periods of time to the detriment of these local and district centres, we propose that flexibility should be permitted in granting temporary use of empty retail and service units (within Class A) for a limited timescale.

---

\*NOTE: As defined under the Town & Country Planning (Use Classes) Order 1984. Class A refers to shops and some services divided into: A1 Shops & Retail Outlets; A2 Professional Services; A3 Food & Drink; A4 Drinking Establishments; A5 Hot Food & Takeaway. Class D1 covers various public services including medical services, schools, libraries, etc. Class D2 covers the use of premises for Entertainment and Leisure purposes.



Addressing Objective 4.2, the following policy is proposed:

**Policy EH-LE1: Retail centres**

Change of use of existing retail (Class A) and service units (within Classes A2, A3, A4 & A5) in Station Parade, Bishopsmead Parade or at Effingham Junction to other use classes within classes A1 to A5 or to classes D1 or D2 will, where planning permission is needed, be supported where the change of use:

- a) provides additional diversity to the range of shops currently in the locality; or
- b) offers a positive contribution for the benefit of the local community, eg. by reducing the need for everyday car trips; or
- c) will result in new A1 retail provision.

Applicants seeking change of use from A1 retail to other uses such as hot food takeaways (A5), business offices (B1) or betting shops must also demonstrate that they have exhausted reasonable efforts to maintain continued retail use (Class A1) as a condition for the change of use being granted.

Support will also be given to proposals for temporary use, which is suitable for a local or district centre and which requires a shop-front, of empty retail spaces (within Class A) and service units at Station Parade and Bishopsmead Parade for up to two years, provided it is appropriate for the location.

## 7.3 Offices & Workshops

The NPPF requires planning policies to support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach towards sustainable new development. It also requires that the loss of suitably located industrial and commercial land to non-employment use should be resisted where possible, supporting the redevelopment of existing employment premises and land for employment uses.



Toogood Life Insurance office, Ockham Road North



Russell & Co, offices in Kingston Avenue.

### **Small-scale offices**

There are a number of small-scale offices currently found in East Horsley including the Toogood Life Insurance office in Ockham Road North; Russell & Co, chartered accountants, in Kingston Avenue; St Martin's House Business Centre with multiple tenants in Ockham Road South, and Mathews Holidays & Travel also on Ockham Road South.

Our consultations have indicated significant demand for further small-scale offices within the village, (See Evidence Base, *Survey of East Horsley businesses*). What will be regarded as 'small scale' will to some extent depend on the location and context, but as a general guide an appropriate size for 'small scale' developments would be considered to be in the range of 250 - 350 square metres in total office space. Accordingly, in Section 5.5 the Site Policy EH-H4 included a small office development alongside residential housing at the BT Telephone Exchange site, supporting the development of up to 250 sq. metres of flexible offices (Class B1a\*) in close proximity to Bishopsmead Parade, a GBC-designated rural local centre.

Such small-scale office units may help to support local employment and partially offset potential job losses arising at other development sites in the neighbourhood plan.

### **Small-scale workshops**

Currently, there are two workshops in East Horsley providing repairs and servicing for motor vehicles, at Carlans Garage on the A246 and Forest Motors on Forest Road in Effingham Junction. There is also a railway maintenance depot located at Effingham Junction railway station.

---

\*NOTE: As defined under the Town & Country Planning (Use Classes) Order 1984. Class B refers to many common business activities excluding shops & retail outlets that are covered under Class A. Class B1a refers to offices excluding those covered under Class A2, B1b refers to research and development, B1c refers to those industrial activities that are permitted within a residential area without damaging the amenity of that area.



Forest Motors on Forest Road, Effingham Junction



Carlans Garage on the Guildford Road

Small workshops can add to the diversity of employment opportunities within East Horsley and help support long term sustainability of the village. Such workshops may offer a range of products or local services for residents including car repairs & servicing, arts & crafts, carpentry, etc. In the context of this plan, small-scale office and workshop units are taken to be those up to a maximum of 350 square metres in total floor space and are of Class B1a, B1b or B1c. Addressing Objective 4.1 and seeking to encourage local employment, the following policy is proposed:

**Policy EH-LE2: Small-scale offices & workshops**

Developments of small-scale offices and workshops (Classes B1a, B1b and B1c) located within the applicable settlement area in East Horsley of up to a maximum of 350 square metres in total floor space will generally be supported provided the following conditions are satisfied:

- a) the development is in keeping with the existing character of the village; and
- b) the development is in keeping with the scale and context of the immediate surroundings; and
- c) there is no detrimental impact on the amenity of local residents.

**Horsley railway station**

Development of small-scale employment units within 500 metres of Horsley railway station, a GBC-designated public transport interchange, are to be permitted under the emerging GBC local plan Policy E2. Mixed use developments are preferred because they promote 'walkable' built environments which keep neighbourhoods vital and support a good business climate. Accordingly, the following policy is proposed for developments that are in close proximity of Horsley railway station:

**Policy EH-LE3: Horsley Station public transport interchange**

On sites within 500 metres of Horsley railway station development proposals located within the applicable settlement area that deliver small-scale office and/or research and development (Classes B1a and B1b) floorspace suitable for start ups and Small & Medium-size Enterprises ('SME's') as part of mixed use proposals will be supported. Such proposals must ensure they address the requirements of Policy EH-LE2 above and are no larger than 350 square metres in total floor space.

Only where it can be demonstrated that such a mix is not feasible (because of the size of the site) or viable (demonstrated with up-to-date market evidence of a lack of demand for such uses) will an alternative mix or single alternative use be permitted.

### ***'Lollesworth Fields'***

Site Policy A39 of the emerging GBC local plan proposes a significant residential housing development at 'Lollesworth Fields', near the railway line behind Ockham Road North, following a proposed movement in the settlement boundary to bring this site within the expanded inset area. If such residential housing development is approved in the future, a small-scale office development may also be appropriate for inclusion under Policy EH-LE3 above, given the close proximity of this site to Horsley railway station.

### ***Effingham Junction***

Effingham Junction is the part of East Horsley located to the north of the Forest Road railway bridge. It includes a significant residential area and Effingham Junction railway station, but currently has only one retail outlet (Effingham Mini Mart) and a handful of businesses, including Forest Motors Garage (*see photograph on previous page*), Mortiboys dental health centre and Cedar Nursery.

To ensure the long-term vitality of this area of East Horsley, we believe it is important that Effingham Junction should flourish as a discrete and sustainable part of the village. To that end we believe that Policy EH-LE1 and Policy EH-LE2 can help to stimulate and support small-scale retail and business development in this area.

## **7.4 Newmarsh Farm**

Newmarsh Farm is located on the Horsley Road leading to Cobham, bordered on one side by the railway line leading to London, (*see Map LE1 earlier*). Situated less than one kilometre from Effingham Junction station, it is a site that could offer significant potential for new commercial activities in a location well shielded from the nearest residential communities.

The site lies within the Green Belt outside of the settlement area and currently contains a number of diverse commercial businesses including Richmond's Horse Transport, Braye Hydraulic Repairs and TTS Surfacing Ltd. Newmarsh Farm also hosts a number of mobile phone masts.

Approval for the utilisation or redevelopment of current buildings and facilities at Newmarsh Farm for other commercial uses could potentially help to generate additional local employment. Support for such proposals would, however, be contingent on them being consistent with Green Belt policies, whilst also seeking to provide material betterment by way of significant improvements to the current appearance of the site, which is seriously deficient for a Green Belt location.

Accordingly, and addressing Objective 4.1, the following policy is proposed:

### **Policy EH-LE4: Newmarsh Farm**

Support will be given to proposals for the redevelopment or change of use of existing facilities at Newmarsh Farm and for their utilisation as small-scale commercial businesses within the planning constraints of the Metropolitan Green Belt. Such support will be conditional on the relevant proposals being fully consistent with Green Belt policies and also providing material betterment by way of significant improvements to the current screening and appearance of the site.



## 7.5 Home-based businesses

Of the 1,871 persons in East Horsley who were 'economically active' at the time of the 2011 Census, 241 people (13%) said that they 'worked at or mainly from home'. This figure does not include the growing numbers of people who go to work outside of the village but may also spend a part of their time working from home. Home-working can encompass a wide variety of occupations including sole tradesmen, freelance consultants, healthcare workers, writers, artists, media professionals and many more.

An estimated 70 independent businesses are run from private homes in East Horsley (See Evidence Base, *Businesses in East Horsley*) with working trends suggesting that this number is likely to increase in future.

To help support local businesses in East Horsley, in particular the growing numbers of home-workers, a Community Initiative is proposed for the formation of a new Business Liaison Group, as described in Appendix III.

\*\*\*\*\*

## 8. IMPLEMENTATION

Once the East Horsley Neighbourhood Plan is adopted, policies within it shall form part of the planning policies used by relevant authorities to assess future planning applications in the village.

In accordance with its terms of reference, the Steering Group, (the body responsible for developing the East Horsley Neighbourhood Plan), shall be wound up after the plan has been adopted. At that time a new body shall be established under the framework of the EHPC, composed of both parish councillors and other volunteers. This body, the **Neighbourhood Plan Group**, shall function as a new task group of the EHPC with the responsibility for monitoring the ongoing implementation of the neighbourhood plan and recommending to EHPC any actions that it believes are necessary to ensure its effective delivery. It will also be responsible for considering whether the neighbourhood plan needs to be reviewed before its end date of 2033, eg. as a result of changes in national or local policy.

The Neighbourhood Plan Group shall meet at least once a year, following which it will issue an annual report, published on the EHPC website and in the Parish Newsletter, outlining the progress of the East Horsley Neighbourhood Plan in that year. Its work will be assisted by a number of existing task groups within the EHPC, as follows:

*a) Planning & Environment Committee:*

This EHPC Committee meets in public session each fortnight to assess all planning applications within East Horsley, acting as statutory consultant to GBC Planning Services. It is therefore ideally placed to monitor the effective implementation of the planning policies set out in the neighbourhood plan. Henceforth, this committee shall also prepare an annual summary of net new housing developments completed in East Horsley.

*b) Woodlands & Meadows Task Group:*

This task group, composed of councillors and other volunteers, is responsible for overseeing EHPC's interests in woodlands and meadows in East Horsley. It will provide information annually to the Neighbourhood Plan Group about significant environmental developments in East Horsley.

*c) Infrastructure Task Group:*

EHPC intends to establish a new Infrastructure Task Group to manage the implementation of the Community Infrastructure Levy, including identifying and assessing potential projects for funding and liaising with the statutory bodies responsible for specific areas of village infrastructure. This group, to be composed of parish councillors and other volunteers, shall work closely with existing EHPC task groups such as the Road Safety, Village Appearance, Speed-watch and VAS groups. It will provide the Neighbourhood Plan Group with an annual report of significant infrastructure developments in the village.

*d) Local Economy Task Group:*

This recently formed task group, composed of councillors and other volunteers, shall provide information to the Neighbourhood Plan Group concerning significant developments in the local economy of East Horsley.

Residents of East Horsley who would like to be part of the Neighbourhood Plan Group, or of any of the other task groups mentioned above, should contact the East Horsley Parish Clerk.

*East Horsley Neighbourhood Plan Steering Group,  
February 2018*

## APPENDIX I PROPOSALS MAPS: a) Local Green Spaces

### 1. Clamp Rough & Gallows Grove



Crown copyright 2015. All rights reserved. Licence Number 100022432

### 2. Kingston Meadows



Crown copyright 2015. All rights reserved. Licence Number 100022432

### 3. Pennymead Sports Ground



Crown copyright 2015. All rights reserved. Licence Number 100022432

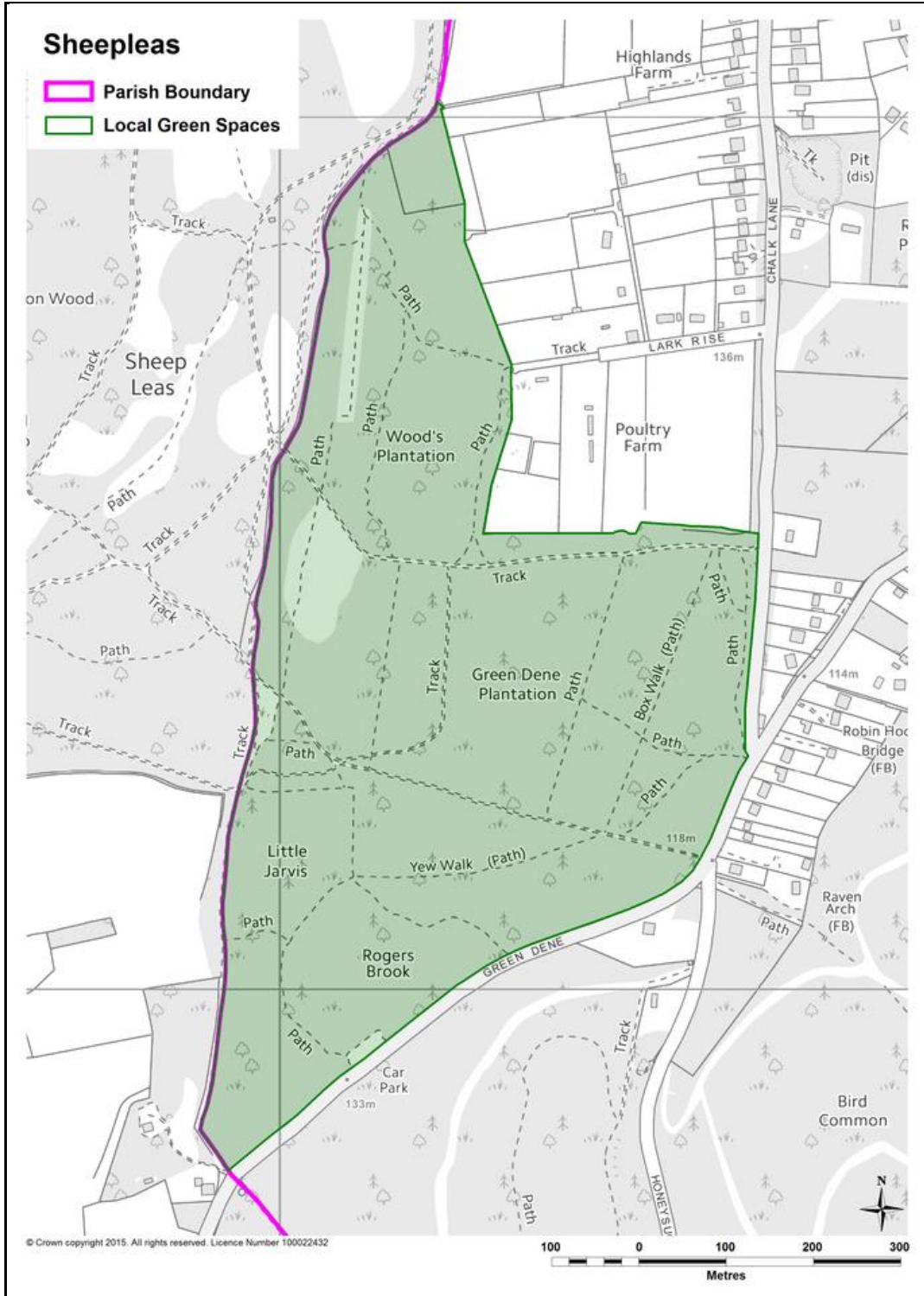
### 4. Ridings Wood



Crown copyright 2015. All rights reserved. Licence Number 100022432

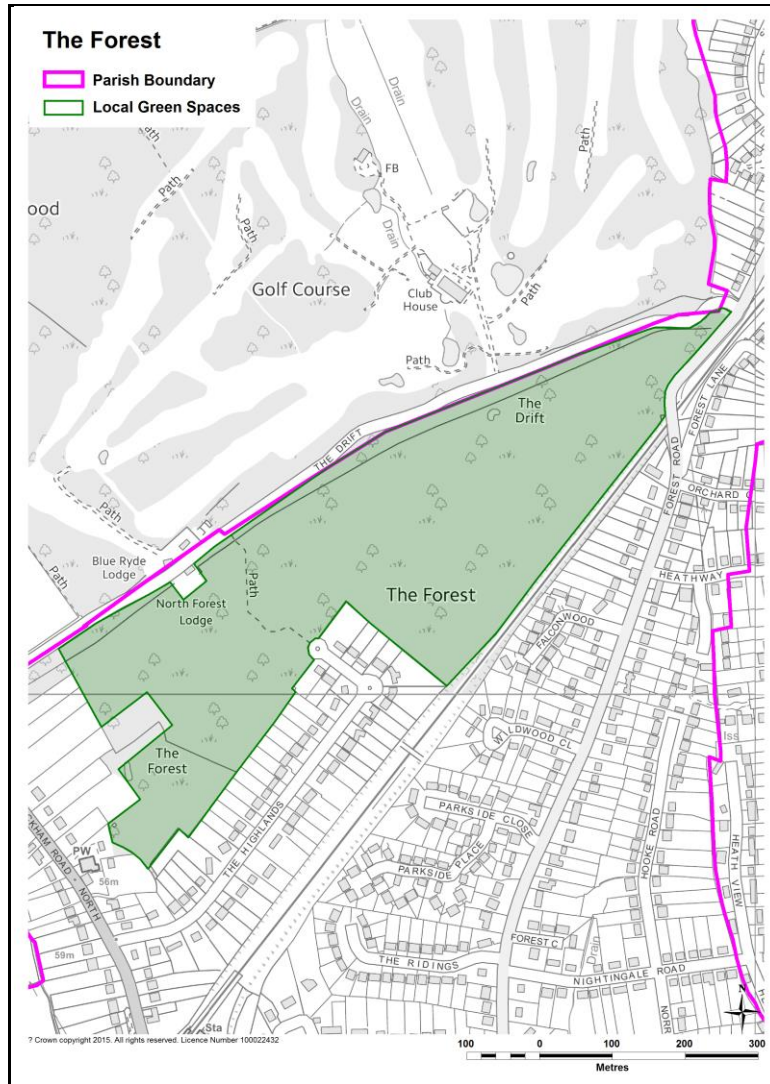


### 5. Sheepleas



Crown copyright 2015. All rights reserved. Licence Number 100022432

### 6. The Forest



Crown copyright 2015. All rights reserved. Licence Number 100022432

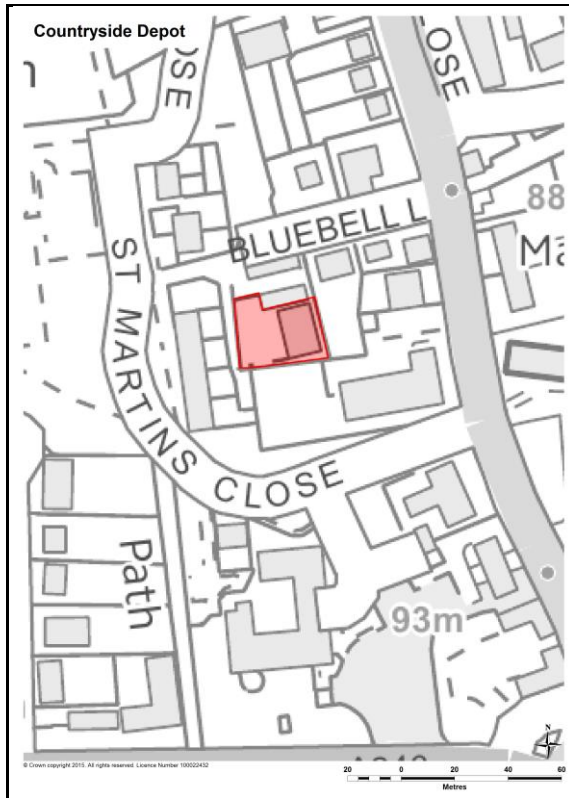
### 7. Wellington Meadow



Crown copyright 2015. All rights reserved. Licence Number 100022432

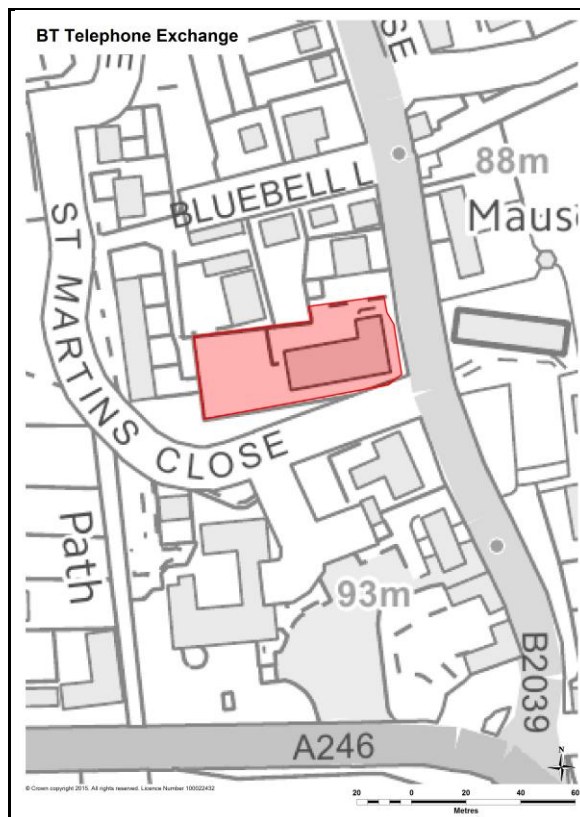
# APPENDIX I PROPOSALS MAPS: b) Development Sites

## SITE 1: Countryside Depot



Crown copyright 2015. All rights reserved. Licence Number 100022432

## SITE 2: BT Telephone Exchange



Crown copyright 2015. All rights reserved. Licence Number 100022432

**SITE 3: Carlans Garage**



Crown copyright 2015. All rights reserved. Licence No. 100022432

**SITE 4: Thatcher's Hotel**



Crown copyright 2015. All rights reserved. Licence Number 100022432



## APPENDIX I PROPOSALS MAPS: c) Leisure facilities

### Leisure Facility 1: St Martin's Bowling Green



Crown copyright 2015. All rights reserved. Licence Number 100022432

## **APPENDIX II EVIDENCE BASE LIST**

The following documents represent the Evidence Base, comprising the various surveys, analyses and other documents that support and justify the policies set out in the East Horsley Neighbourhood Plan. To view or download these files go to the East Horsley Parish Council website at [www.easthorsely.info](http://www.easthorsely.info) and select the Neighbourhood Plan section, then click on the tab labelled EVIDENCE BASE.

### ***Evidence Base documents:***

Affordable Housing Assessment  
Biodiversity in East Horsley  
Businesses in East Horsley  
Business Survey  
Consultation Activities  
Draft Vision & Objectives  
East Horsley Housing Data  
East Horsley Neighbourhood Plan Application  
Environmental Mapping of East Horsley  
Evidence Base for Jobs & Local Economy Policies  
Heritage Assets  
Horsley Medical Centre Survey  
Household Survey Report & Appendices  
Housing Design Styles  
Housing Mix Analyses  
Housing Needs Assessment  
Jobs and Local Economy Survey  
Land Availability Analysis  
Leisure Facilities  
LGS Justifications & Photos  
Local Green Spaces  
Map of the East Horsley Boundary  
Meetings with Environmental Bodies  
Primary Education Survey  
Roads and Pavements  
Sites Analyses  
Surface Water Flooding  
Village Survey

## APPENDIX III COMMUNITY INITIATIVES

The following Community Initiatives are proposed related to certain of the policy themes addressed in the neighbourhood plan. These Community Initiatives do not represent formal development policies and are proposed as potential aims or initiatives to be pursued by EHPC for the long term benefit of the community in East Horsley.

### **a) Flooding**

GBC's Surface Water Management Plan has set out a programme of works for East Horsley as one of 14 surface water flooding 'hot spots' in the borough. As recommended by this plan, the following Community Initiative is proposed:

#### **Community Initiative 1 Flood Co-ordinator**

*EHPC will designate a volunteer to act as Flood Coordinator and interface with GBC and Surrey County Council, to identify local flooding problems and help to develop a Strategic Flood Risk Assessment for East Horsley.*

### **b) Community-owned green spaces**

To support future acquisitions of community-owned green spaces, the following Community Initiative is proposed:

#### **Community Initiative 2 Acquisitions of green spaces for community benefit**

*Support for further acquisitions of woodlands and meadows in East Horsley will be considered by EHPC should suitable acquisition opportunities become available in the future. HCPS has also affirmed its readiness to give support in assisting such acquisitions.*

### **c) Affordable Housing**

In order to ensure that both developers and GBC's housing department are fully informed about the particular needs and priorities for affordable housing in East Horsley, the following Community Initiative is proposed:

#### **Community Initiative 3 Affordable housing**

*EHPC shall offer information and guidance to developers and to GBC on local needs and priorities when affordable housing allocations are being considered within East Horsley.*

**d) Road safety**

During village consultations many residents expressed concerns about traffic volumes, the speeds of passing vehicles and traffic growth due to new housing development. Accordingly, the following Community Initiative is proposed to enhance road safety for all road users and pedestrians in East Horsley:

**Community Initiative 4 Road Safety**

*EHPC's Road Safety task group shall continue to engage with the Highway Authority in seeking the introduction of new schemes for traffic calming and other road safety improvements through the residential centres of the village where appropriate.*

*Where proposed new developments are likely to involve significant increases in traffic flows, EHPC will also discuss with the Highway Authority the introduction of appropriate road safety measures in the area, which may include establishing safe crossings or introducing new traffic calming measures. A funding contribution from the developer through a Section 106 agreement would normally be sought in such cases.*

**e) Pavement Improvements**

In view of the current state of many pavements in East Horsley, the following Community Initiative is proposed:

**Community Initiative 5 Pavement improvements**

*EHPC's Road Safety Task Group shall maintain a schedule of pavements in East Horsley that are most in need of repair or maintenance and engage with the local highways authority to seek improvements. Schemes for the widening of pavements and improvements in surface water drainage shall also be considered, where possible, through engagement with the appropriate authority.*

**f) Community Infrastructure Levy**

The following Community Initiative is proposed in connection with the Community Infrastructure Levy:

**Community Initiative 6 EHPC Infrastructure Task Group**

*EHPC will establish a new Infrastructure Task Group responsible for evaluating potential infrastructure and other village development projects to be funded in whole or in part by EHPC from the proceeds of the Community Infrastructure Levy. This task group will be composed of local parish councillors and resident volunteers.*



**g) Local Market**

In the Jobs & Local Economy Survey, 74% of respondents supported the concept of an outdoor market to be held regularly in the village. Visitors to such a market are also likely to use existing shops in the village, thus helping to increase their footfall. Accordingly, the following Community Initiative is proposed:

**Community Initiative 7 Local Market**

*EHPC shall seek to initiate a monthly outdoor market for local produce, including arts and crafts, at a location in East Horsley to be determined.*

**h) Business Liaison Group**

To help support local businesses in East Horsley, in particular the growing numbers of home-workers, the following Community Initiative is proposed:

**Community Initiative 8 Business Liaison Group**

*EHPC will set up a new Business Liaison Group to support and promote local businesses with a particular focus on the needs of home-workers.*