

Evidence Base



Mole Valley Settlement Hierarchy

October 2008

Mole Valley Local Development Framework
Settlement Hierarchy

EXECUTIVE SUMMARY

One of the primary aims of establishing a settlement hierarchy is to promote sustainable communities by bringing housing, employment opportunities and services closer together in an attempt to reduce the need for travel, particularly by private vehicle. The settlement hierarchy helps to achieve this by providing a framework which will feed into the Core Strategy DPD for directing housing growth and other forms of development towards those settlements that have a range of services and employment opportunities, and restricting it in those that do not. The settlement hierarchy also explores the development potential of each settlement taking into consideration environmental constraints.

Having regard to the national, regional and county policy context, and the level of community facilities and services available within the District's settlements, their accessibility to higher order centres, and their ability to accommodate new development whilst limiting the environmental impact, the following hierarchy is proposed:

- Principal Towns: Dorking (including North Holmwood) and Leatherhead.
- Suburban Villages: Ashtead, Bookham and Fetcham.
- Larger Rural Villages: Beare Green, Brockham, Capel, Charlwood, Hookwood and Westcott.
- Small Rural Villages: Betchworth, Boxhill, Leigh, Mickleham, Newdigate, Ockley, South Holmwood, Strood Green, Westhumble and Woodlands Road, Bookham.
- Other Rural Communities (hamlets/ribbon developments): Abinger Hammer, Abinger Common, Buckland, Coldharbour, Forest Green, Headley, Mid Holmwood, Oakwoodhill, Walliswood & Wotton.

The Settlement Hierarchy is shown diagrammatically on page ii of this paper.

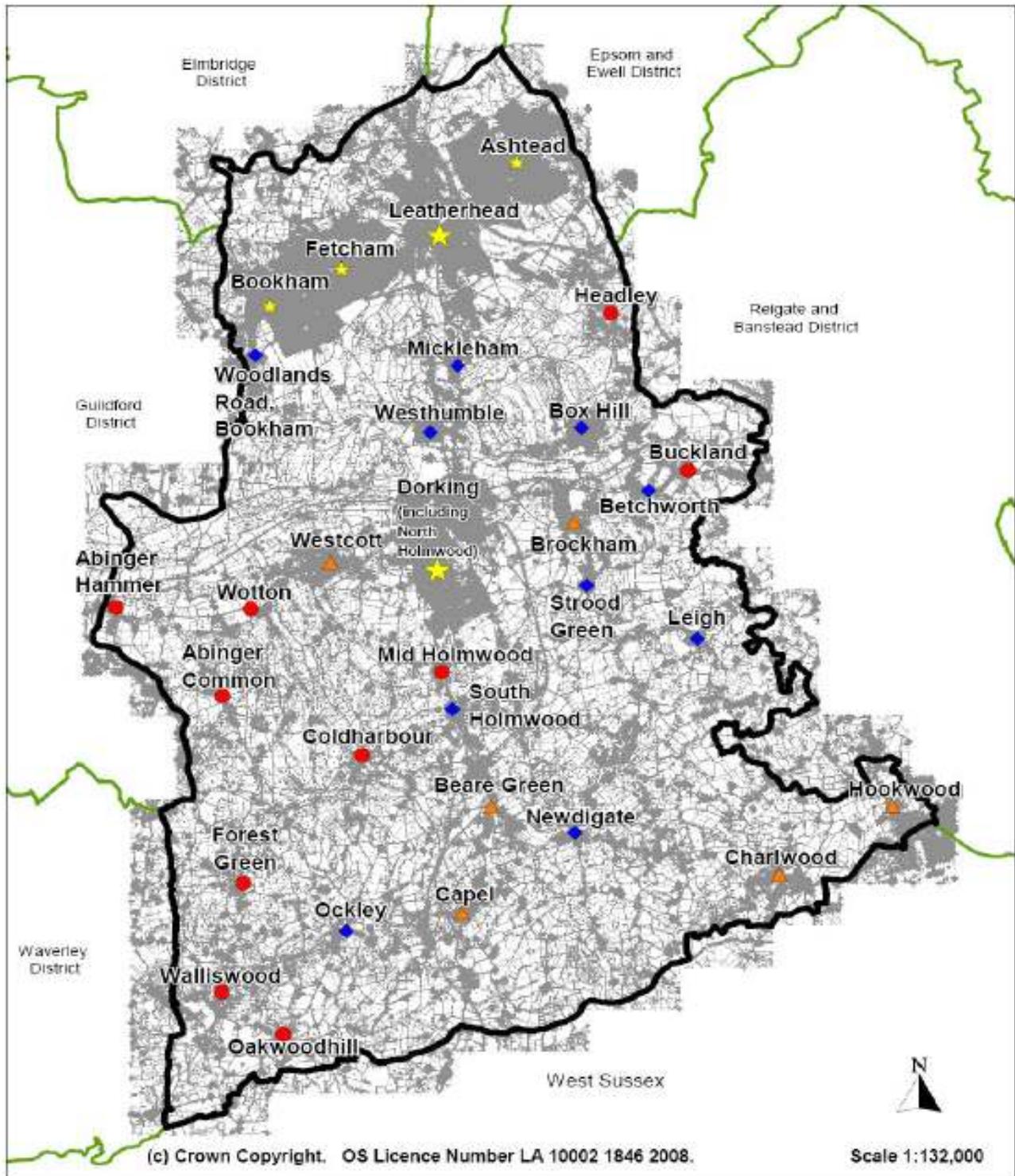
Whilst there are limited community facilities and services available within North Holmwood, it has been considered as part of the Dorking settlement area due to its close proximity and is therefore considered to be a sustainable location for future development.

Based on the settlement hierarchy the majority of development will be directed towards the Principal Towns - Dorking (including North Holmwood) and Leatherhead and then the Suburban Villages - Ashtead, Bookham and Fetcham.

However, in order to meet local social, economic and community needs and to maintain the vitality and evolving nature of the rural communities, some limited development may be considered in the rural villages.

It should be noted that this document is considered as a 'living-document' which will be reviewed and updated regularly dependent on new information becoming available.

The Mole Valley Settlement Hierarchy



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|--|--|---|--|
| <p>Town Centres:
Dorking (including North Holmwood) & Leatherhead</p> | <p>Larger Rural Villages:
Beare Green, Brockham, Capel, Charwood, Hookwood, Ockley & Westcott</p> | <p>Rural Villages:
Betchworth, Boxhill, Leigh, Mickleham, Newdigate, South Holmwood, Strood Green, Westhumble & Woodlands Road, Brockham</p> | <p>Other Rural Communities (hamlets / ribbon developments):
Abinger Hammer, Abinger Common, Buckland, Coldharbour, Forest Green, Headley, Mid Holmwood, Oakwoodhill, Walliswood & Wotton.</p> |
| <p>District / Local Centres:
Ashtead, Bookham & Fetcham</p> | | | |

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1. INTRODUCTION

1.1 The Purpose of the Settlement Hierarchy

1.1.1 As part of the Core Strategy Development Plan Document (DPD) which sits within the Local Development Framework (LDF), the Council is proposing to introduce a settlement hierarchy.

1.1.2 One of the primary aims of establishing a settlement hierarchy is to promote sustainable communities by bringing housing, employment opportunities and services closer together to reduce the need for travel, particularly by private vehicle.

1.1.3 The purpose of the Settlement Hierarchy paper is therefore to assess the 'sustainability' of settlements. Planning Policy Statement 1 – Delivering Sustainable Communities, January 2005 defines the four strands that make a sustainable settlement:-

- ***The maintenance of high and stable levels of economic growth and employment*** (e.g. access to local employment opportunities).
- ***Social progress, which recognises the needs of everyone*** (e.g. access to community facilities and services and to higher order centres);
- ***Effective protection of the environment*** (e.g. landscape character, biodiversity, nature conservation considerations); and
- ***The prudent use of natural resource*** (e.g. water and flood risk).

1.1.4 It should be noted that whilst the settlement hierarchy will indicate the most sustainable locations for development, it does not follow that levels of development will be equal amongst settlements at the same level within the hierarchy. Levels of development will be dependent on strategic policy direction, suitable sites being available for development and environmental considerations.

1.1.5 The hierarchy will however, help to guide the search for sites when specific allocations are considered, and provide guidance for 'windfall' schemes (i.e. development proposals on unallocated sites).

1.2 The Structure of this Paper

1.2.1 Following this introduction, Section 2 sets out the main elements of policy i.e. at national, regional and sub-regional level, which influence the development of the Mole Valley Settlement Hierarchy. Section 2 also discusses the local policy context in Mole Valley District, first as it is set out in the Adopted Local Plan 2000 and secondly as it is emerging through the ongoing LDF process and its associated studies.

1.2.2 The approach taken to forming the Mole Valley Settlement Hierarchy i.e. the methodology is explained in Section 3. This section examines in detail the sustainability indicators which have been assessed and how these are in accordance with the national and regional policy context. This section also

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explores the method of evaluation, sets out a critique of the process undertaken and provides an overview as to the categories used to define the different levels within the hierarchy.

- 1.2.3 Section 4 of this paper is the assessment of the settlements against the environmental, economic and social sustainability indicators. This section provides a written analysis with regard to the sustainability of each of the settlements. A table of the scoring and ranking of each of the settlements is shown on page 49.
- 1.2.4 Section 5 identifies which settlements fall within each level of the settlement hierarchy and the justification for this based on the sustainability indicators and the evidence contained within Section 4. This section also indicates as a result of the evidence where future development should be directed towards to ensure it is sustainable.
- 1.2.5 The final section of this paper, Section 6 identifies how the Settlement Hierarchy will be monitored and reviewed.

2. POLICY CONTEXT

2.1.1 The Mole Valley Local Plan 2000 sets the current policy direction for development within the District. However, since the adoption of the Plan there have been a number of changes to national and strategic planning guidance, which must be taken into consideration in preparing the Council's Core Strategy.

2.2 National Guidance

2.2.1 Government planning policy and guidance in relation to settlement strategies is contained within a number of Planning Policy Guidance Notes (PPG) and Planning Policy Statements (PPS). The most relevant are PPS1 (Delivering Sustainable Development), PPS3 (Housing), PPS7 (Sustainable Development in Rural Areas) and PPG13 (Transport). Further guidance on sustainable development can also be found in the Government's Sustainable Communities Plan (for the South East) and the UK Government Sustainable Development Strategy 2005. An analysis of relevant sections within these documents is contained in Appendix A.

2.2.2 The key principles of these documents to be considered when developing the settlement hierarchy are:

- Most new development should be directed to existing towns and cities, to help maximise accessibility to employment and services by walking, cycling and public transport (e.g. PPS1 para 27(vi), PPS3 para 36-39, PPG13 para 6, and PPS7 para 1(ii)).
- In rural areas, development should be focused on settlements that can act as service centres for surrounding areas (e.g. PPS3 para 36-39, PPS7 para 3, and PPG13 para 6).
- With regard to housing, the focus for significant growth should be market towns or local service centres, well served by public transport and other facilities, with development in villages and other small rural communities only where needed to contribute to their sustainability (PPS 3 para 33-39). Therefore only limited growth should be expected through the expansion of villages.

2.3 Regional and County Guidance

2.3.1 National planning policies are currently interpreted and applied at the regional level through Regional Planning Guidance (RPG) and the Structure Plan. However, RPG is to be replaced by Regional Spatial Strategies (RSS) under the revised planning system, and the Structure Plan will be replaced by the Regional Spatial Strategy, once it is adopted.

2.3.2 The documents which the settlement hierarchy must therefore take into account are the existing RPG 9 for the South East; its replacement, the draft RSS for the South East Region; and the Surrey Structure Plan 2004. A summary of their implications for Mole Valley and the proposed settlement hierarchy are listed below.

Regional Planning Guidance for the South East (RPG9) (March 2001)

- 2.3.3 The key principles of this documents to be considered when developing the settlement hierarchy are:
- Development should be concentrated in places well served by public transport, especially town centres, within urban areas and on previously developed sites, before considering the option of developing on greenfield sites (para 2.5; 3.5(i); 5.5; and Policies Q1 and H5).
 - The pattern of development should be less dispersed with more sustainable patterns of activity, allowing home, work, leisure, green spaces, cultural facilities and community services to be in closer proximity (para 3.5(iii) and Policy Q2).
 - Access to jobs, services, leisure and cultural facilities should be less dependent on longer distance movement and there should be increased ability to meet normal travel needs through safe walking, cycling and public transport with reduced reliance on the car (para 3.5(xi)).
 - Market towns throughout the Region which play an important role as service providers for their rural hinterlands (para 3.7).
 - Local people must have access to services such as healthcare, schools and shops, as well as convenient transport, a range of job opportunities and quality housing in order to help rural areas thrive (para 5.22 and Policy Q8).

The draft South East Plan (March 2006)

- 2.3.4 The key principles of this documents to be considered when developing the settlement hierarchy are:
- The prime focus for development should be in urban areas, in order to foster accessibility to employment, housing, retail, and other services and avoid unnecessary travel (Policies CC8a; BE1; H3; and LF4).
 - In rural areas some housing development will be needed in order to meet identified social or economic needs (para 5.1 and Policies H3).
 - Local authorities should support and reinforce the role of small rural towns as local hubs for employment, retailing and community facilities and services, and develop public transport networks which meet the needs of both market towns and their surrounding areas (Policy BE5).
 - Local authorities should positively plan for limited small scale affordable housing, business and service development in villages to meet defined local needs (e.g. affordable housing) (Policy BE6).
 - Local authorities should identify opportunities for housing at locations which are well served by existing public transport services or for which new or upgraded services are programmed (Policy LF9).

The draft South East Plan Panel Report (August 2007)

- 2.3.5 SEERA formally submitted the draft RSS to Government on 31 March 2006. An Examination in Public (EiP) ran from 27 November 2006 to 30 March 2007, under an appointed Panel. Their Report ('The Panel Report') recommending certain amendments to the draft RSS was published on 29 August 2007.
- 2.3.6 The key principles of the Report to be considered when developing the settlement hierarchy are:
- the suburbs will be key areas of change in the future where intensification will be taking place (para. 13.5, page 175);
 - the continued protection of the extensive areas that are designated as AONB, SPA, SCA or SSSI or which are within flood zones should ensure that this part of the region will not suffer any more fundamental changes to its character (para 20.55, page 298);
 - development potential in Mole Valley is constrained by the Green Belt designation which covers the whole of the area outside the defined settlements. Also, a large part of the area to the south of the M25 lies within the Surrey Hills AONB. Should it be necessary to look to greenfield sites to accommodate development, it is understood that there are a number of reserve or safeguarded sites that could be released from Green Belt policy protection (para 20.71, page 302).

The Secretary of States Proposed Changes to draft Regional Spatial Strategy (July 2008)

- 2.3.7 In response to the Panel Report (August 2007) and the draft South East Plan (March 2006), the Secretary of State has published the proposed changes to the draft RSS.
- 2.3.8 The proposed changes still propose that sustainable development is at the heart of the RSS.
- 2.3.9 The Secretary of State has accepted the Panel's recommendations regarding Green Belt reviews. It is recommended that smaller scale local reviews in other locations (outside of those specifically identified), may be required.

Surrey Structure Plan 2004

- 2.3.10 The key principles of this documents to be considered when developing the settlement hierarchy are:
- New development should be located primarily within existing urban areas and locations that can be easily accessed without a car (Policy LO1).
 - Limited development will be permitted to support the vitality of rural settlements (Policy LO1 & LO5).
 - Dorking is identified as a market town within South West Surrey where development should be restricted to previously developed land and

buildings. Development should also be small scale within other settlements to meet local needs (Policy LO1).

- Town Centres will continue to be the main focus for development of employment, retail, leisure and other service facilities. Higher density (over 50dph) residential development will be encouraged. Development in Leatherhead will be encouraged to support the ongoing revitalisation of the area. The role of market towns serving rural communities within the South East and South West Surrey Sub-area and providing wider services and facilities for visitors will also be supported (Policy LO3).

2.4 The Local Planning Policy Context

The Local Development Framework

- 2.4.1 The basis for the settlement hierarchy and the proposed preferred location for future development were established in the Core Strategy Preferred Options Consultation Paper (May 2006). The preferred spatial strategy for the District was identified as making provision for new development on previously development land within existing built up areas (Alternative 1 – Concentration). It was however, recognised that elements of Alternative 2 (Expansion) and 3 (Dispersal of Expansion) will be important if the Council is to ensure that the Core Strategy is robust and flexible enough to cope with changing circumstances during the period to 2026.
- 2.4.2 Alternative 2 (expansion) states that making provision for new development on greenfield sites on the edge of the main built-up areas of Dorking, Leatherhead, Ashted, Fetcham and Bookham could be an option. This alternative recognises that development on previously development land within the built-up area would still take place.
- 2.4.3 Alternative 3 (dispersal of expansion) states that making provision for new development on greenfield sites on the edge of the larger rural villages as well as on the edge of the main built-up areas could be an option. This alternative also recognises that development on previously development land within the built-up area would still take place.

The Local Plan 2000

- 2.4.4 The Local Plan 2000 identifies that new housing provision within the District will be focused within the built-up areas of Dorking (including North Holmwood), Leatherhead, Ashted, Bookham and Fetcham (Policy HSG2). The Plan however, recognises that some limited development may be appropriate in response to the needs of rural communities and as a part of diversifying the rural economy.
- 2.4.5 The Plan indicates that within the Green Belt village boundaries of Beare Green, Betchworth, Boxhill, Leigh, Mickleham, Newdigate, South Holmwood, West Humble and Woodlands Road, Bookham, infill development will be allowed subject to environmental safeguards. Policy RUD1 of the Plan allows for open market residential infill development in these villages and exceptionally for low-cost housing for sale or rent within or adjoining these villages.

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- 2.4.6 The Plan also identifies that within those parts of Strood Green, Brockham, Westcott, Capel and Charlwood excluded from the Green Belt, infilling and limited development will be allowed subject to environmental safeguards (Policy RUD2). Proposals for low-cost housing may exceptionally be permitted adjoining these villages. Infilling and limited development is also acceptable in Hookwood and Ockley within the boundaries.

3. THE APPROACH TAKEN TO FORMING THE MOLE VALLEY SETTLEMENT HIERARCHY

3.1 Sustainability Indicators

- 3.1.1 Having regard to the national, regional and county policy context, consideration needs to be given to ranking settlements within the District in terms of their 'sustainability'.
- 3.1.2 In terms of developing indicators to measure sustainability, there are several recognised definitions of the term 'sustainability'. It is considered appropriate to use the definition provided within PPS1 'Delivering Sustainable Communities'.
- 3.1.3 This identifies the four strands of sustainability as follows:
- The maintenance of high and stable levels of economic growth and employment;
 - Social progress, which recognises the needs of everyone;
 - Effective protection of the environment; and
 - The prudent use of natural resources.
- 3.1.4 Policy CC1: 'Sustainable Development' of The Secretary of States Proposed Changes to the draft South East Plan (July 2008) identifies four strands, which are considered to promote and maintain sustainable development. These measures are:
- Achieving sustainable levels of resource use;
 - Reducing greenhouse gas emissions associated with the region;
 - Ensuring that the South East is prepared for the inevitable impact of climate change; and
 - Ensuring that the most deprived people also have an equal opportunity to benefit from and contribute to a better quality of life.
- 3.1.5 Whilst national and regional planning guidance provide the key context for the sustainability indicators, it is also essential to reflect local needs and opportunities, unique to Mole Valley.
- 3.1.6 Table 1 outlines the broad sustainability indicators identified in PPS1 and how these relate to regional considerations and the indicators that will be used to examine the sustainability of each of the settlements within Mole Valley.

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Table 1: The relationship between PPS1, the Regional Spatial Strategy for the South East and the Mole Valley Settlement Hierarchy Indicators.

PPS1 Broad Sustainability Indicators	Regional Sustainability Framework	Mole Valley Settlement Hierarchy Indicators
The maintenance of high and stable levels of economic growth and employment	Economy	<ul style="list-style-type: none"> • The availability of local employment opportunities. • The number of people who work and live within the same settlement area. • In-commuting to a settlement for employment purposes.
Social progress and that meets the need of everyone	<p>Social and Community Infrastructure</p> <p>Towns Centres/ Management of the Built and Historic Environment</p> <p>Communications and Transport/ Town Centres</p>	<ul style="list-style-type: none"> • Provision of primary schools, secondary education and library services. • Provision of playgrounds and parks/ amenity open space. • Provision of health facilities – doctors/ dentist surgeries. • Provision of other community facilities – community/ village halls, place of worship, public houses/bars/inn and restaurants/takeaways/cafes. • Provision of retail facilities – comparison and convenience shops, post office, bank/ building society. • Public transport access to Higher Order Centres via bus and rail services.
Effective protection of the environment	Countryside and Landscape Management/ Management of the Built and Historic Environment	<ul style="list-style-type: none"> • Area of Outstanding Natural Beauty. • Noise Sensitive Areas (Gatwick Noise Contours). • Areas at Risk of Flooding.
Prudent use of natural resources	Natural Resource Management	<ul style="list-style-type: none"> • N/A – please see paragraph 3.1.15

Economic and Social Sustainability Indicators

- 3.1.7 In order to assess the sustainability of each settlement in terms of maintaining high and stable levels of economic growth, and social progress each settlement has been assessed in terms of:
- the number of schools, shops, 'other community facilities' located within the vicinity;
 - access to public transport and employment opportunities; and
 - travel to work patterns.
- 3.1.8 A comparative list of facilities in each settlement is shown at the end of Section 4 on page 49. However, the 12 community facilities and services which have been assessed under 'other community facilities' are:
- permanent library;
 - mobile library;
 - community/ village halls;
 - churches;
 - doctors surgery;
 - dentist surgery;
 - children's play areas;
 - parks/ amenity open space;
 - public houses/ bars/ inns;
 - restaurants/ cafes/ takeaways;
 - post offices; and
 - banks or building societies.

Environmental Sustainability Indicators

- 3.1.9 As set out in Table 1, three environmental designations have been assessed to determine how 'sustainable' a settlement is in terms of its ability to accommodate new development whilst taking into consideration the environmental sustainability indicators.
- 3.1.10 Other environmental designations such as the Green Belt and Countryside beyond the Green Belt have not been considered as these are locally determined boundaries which can be altered in response to the needs and pressure for new development.
- 3.1.11 The boundaries of the AONB, Gatwick Noise Contours and Flood Zones as defined by Natural England, the Department of Transport, and Environment Agency cannot however, be amended by Local Authorities and therefore restrict the type and level of development that can take place.
- 3.1.12 How these environmental designations affect the level of development which could be accommodated within each settlement is set out in Appendix C. Set out in Appendix D are the environmental designations shown diagrammatically.
- 3.1.13 Set out within Section 4 is a summary of the environmental designations which relate to each settlement. This information is expanded upon in Appendix E.

- 3.1.14 It should also be noted that whilst some areas of a settlement may be constrained by environmental considerations such as flooding or noise from Gatwick Airport, this does not render the whole of the settlement 'unsustainable'.

Prudent use of natural resources

- 3.1.15 It should be noted that the Council has not identified any indicators to assess settlements in terms of the '*prudent use of natural resources*'. This sustainability indicator is not considered to be locationally specific. For example, the use of renewable energy in new developments should take place on all developments independent of their location within the District. It is therefore not currently effective to examine each settlement in terms of this indicator.

3.2 Contextual Information

- 3.2.1 Prior to the assessment of each settlement against the sustainability indicators is a short section which provides contextual information on each settlement. This includes information on the:

- geographical location;
- size, form and character;
- population; and
- a brief overview of the level of development which has previously taken place.

- 3.2.2 In terms of the size of settlements this has been assessed as PPS3 and PPS7 stress that new development should be diverted to developed areas and that in the countryside new development should be sensitively related to existing settlement patterns. Larger built-up areas and villages are therefore likely to have greater opportunities than smaller villages of providing for new development without harming their character, or that of the surrounding Green Belt and countryside.

- 3.2.3 The form of the settlement is also an important consideration in conjunction with its size. A compact settlement of some size and depth extending beyond road frontages may be able to accommodate some level of further development without harming its character or the openness of the surrounding countryside. A village which has a linear form with little depth beyond the road frontage is unlikely to be suitable for any development other than infilling of small gaps in the built-up frontage. Development in a village that is loose-knit or which comprises ribbons of development on one side of the road only is likely to result in greater urbanisation and is unlikely to be suitable even for infilling.

3.3 Method of Evaluation

- 3.3.1 To enable a comparison to be made between the settlements and their sustainability the following methods have been employed:

- **Scoring** – each settlement is scored in terms of its performance against individual or groups of criteria (e.g. individual criteria could be

grouped together to form an overall assessment of a single criteria e.g. accessibility).

- **Ranking** – settlements are given a rank in terms of their suitability for development (e.g. rank 1 means that a settlement best in terms of scoring or represents the most desirable option).
- **Weighting** – individual criteria have in some cases been weighted in terms of their relative importance so that some factors are given more emphasis than others. Where this has occurred is explained within the report.
- **Descriptive** – assessment based on a descriptive (written) analysis of constraints and opportunities.

3.3.2 Whilst the economic and social sustainability indicators have been scored and ranked, this has not been done for the environmental sustainability indicators. Scoring and ranking the environmental indicators suggest that some environmental designations are more significant than others and should be given more effective protection. A qualitative analysis of the impact the environmental sustainability indicators have is therefore given and how this affects a settlements development capacity has been commented upon.

3.3.3 It should be noted that there is often multiples of certain types of community facilities within settlements. However, with the exception of convenience and comparison retail units, weight has not been given to the varying multiples of a community facility available within a settlement.

3.3.4 Appendix B identifies any ranking and weighting that has been applied.

3.4 Catagorising the Settlements

3.4.1 The next stage of the assessment is to use the scoring and written analysis to categorise each settlement into the hierarchy.

3.4.2 When combining the sustainability indicators which examine the level of community facilities and services available within the settlements of Mole Valley, the accessibility of these settlements to higher order centres, and the ability for these settlements to accommodate new development whilst limiting the environmental impact, the following categories have been used:

- Principal Towns;
- Suburban Villages;
- Large Rural Villages;
- Small Rural Villages; and
- Other Rural Communities (hamlets/ ribbon developments).

3.3.3 The Council considers that these categories best describe the type of settlements within the District and are reflective of Government guidance.

3.5 The Direction of Development

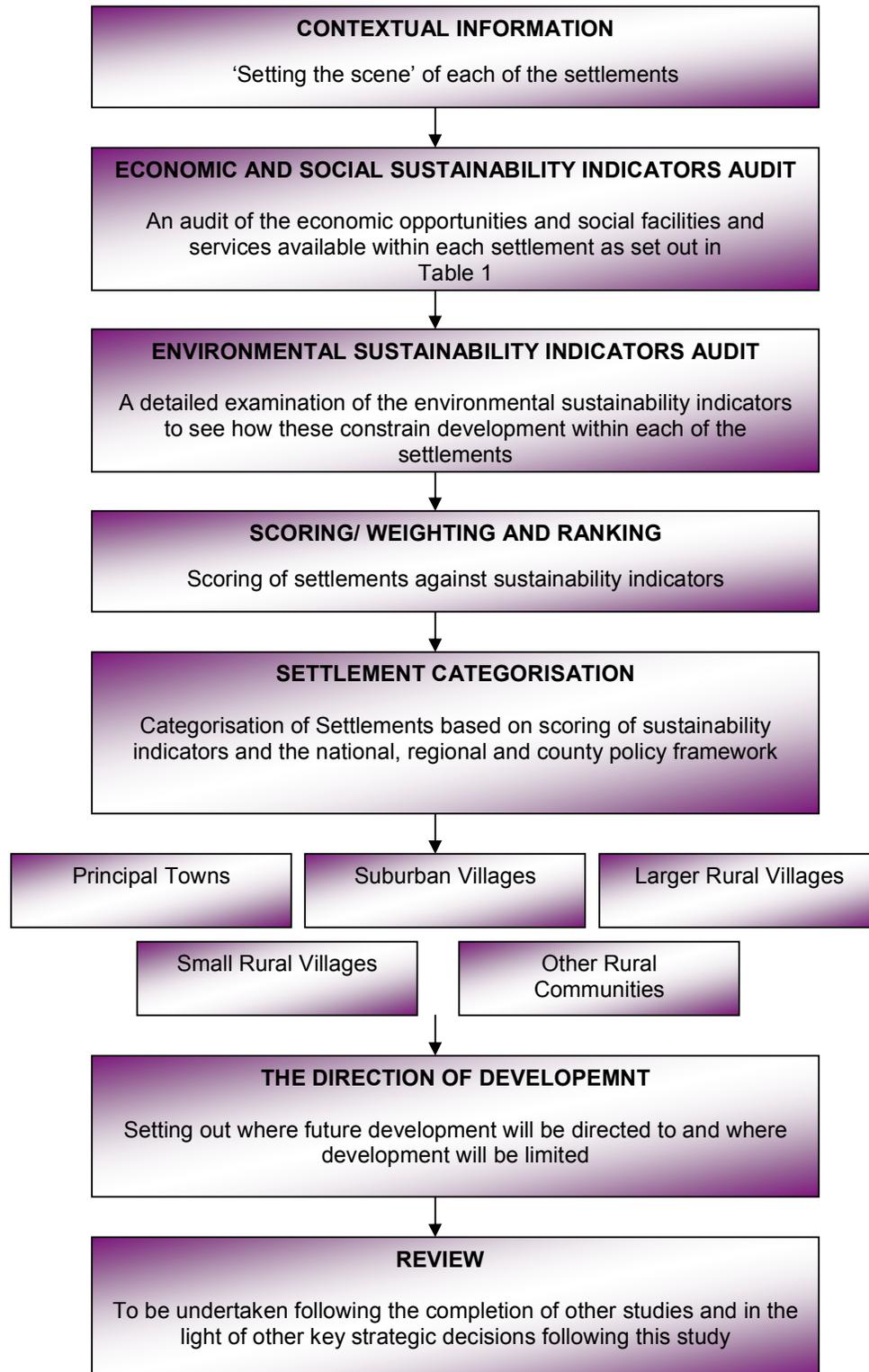
3.5.1 This paper will assist in diverting development to those areas which are considered to be the most 'sustainable' in terms of all the sustainability

indicators i.e. principal towns and suburban villages. This is set out Section 6 of the paper.

3.6 Summary of the Settlement Hierarchy Process

- 3.6.1 This section of the paper has identified how each settlement within Mole Valley will be appraised and the process that will be undertaken. Figure 1 provides a simplified diagrammatic illustration to further aid the understanding of this process of forming the Mole Valley Settlement Hierarchy.

Figure 1: Flow chart to demonstrate the Settlement Hierarchy Process



4. THE ASSESSMENT OF SETTLEMENTS WITHIN MOLE VALLEY AGAINST THE SUSTAINABILITY INDICATORS

4.1 Dorking (including North Holmwood)

Size:

- 4.1.1 Dorking is a small market town which together with the physically adjoining settlement of North Holmwood has about 7,200 properties and a population of approximately 16,100 people.

Form:

- 4.1.2 Dorking is a compact town at the foot of the North Downs and at the junction of two main east- west, north-south roads (A24 and A25) and railway routes. The town centre itself is mainly linear in form.

Character:

- 4.1.3 Dorking originated as an agricultural and market town at the junction of traffic routes through the Mole Gap and below the North Downs (now the A24 and A25 roads). Dorking is the principal town within the District and fulfils the valuable role of being the long-established and attractive focus of many activities, particularly retail and service delivery, that together provide the essential identity and cohesion for the town itself and surrounding rural communities.
- 4.1.4 Like other attractive Surrey towns Dorking experiences significant pressure for additional housing and office development from those wishing to live and work in the area.
- 4.1.5 Most of the town centre is a Conservation Area with a number of listed buildings. It retains many traditional townscape elements including small shops and traditional shop fronts. As the town has expanded distinct areas of housing character have formed, for example Victorian and inter – war housing. However, the physical extent of the town is restricted by the surrounding topography much of which is designated as AONB. Indeed the attractive surrounding countryside, which forms the setting of the town, also adds to its character.
- 4.1.6 The built-up area of North Holmwood, the original village of which was located around the green, has expanded considerably mainly with municipal housing, though there is an area of Victorian housing at Holmesdale Road. North Holmwood, physically joined to Dorking, is bisected by the Dorking By-Pass built in the late 1960's. The large residential development took place in three phases in the early 1950's, mid 1960's and early 1970's, and includes two tower blocks. In the 1980's the Holmwood Park Estate was constructed.

Economic and Social Sustainability Indicators

Community Services and Facilities

- 4.1.7 Dorking is well equipped with social and community facilities including both primary and secondary educational facilities; doctors and dentist surgeries

and all the 12 of the community facilities that were audited. Dorking and the surrounding areas also benefit from additional social facilities including Dorking Halls and Dorking Sports Centre.

- 4.1.8 The Dorking Halls were refurbished in 1997. The complex provides flexible facilities for concerts, exhibitions and "The Premier" cinema. The new Dorking Sports Centre opened in the Summer 2003. There are also a variety of private sports facilities and clubs.

Retail Facilities

- 4.1.9 The shopping area of Dorking is larger and more extensive than Leatherhead. Dorking has a long linear shopping centre comprising the High Street and South Street with specialised antiques shopping along West Street. In total there are almost 300 retail units. Although many national multiples are represented, the town is characterised by the high number of individual traders which provides shopping of a distinctive character. Additionally the town has an extensive and varied number of restaurants.
- 4.1.10 There are two town centre supermarkets operated by Waitrose and Sainsbury. A small Marks and Spencer store provides the anchor store to the St Martin's Walk shopping area. There is a Friday market. A Wickes DIY store is located on the west side of the town. There are no out of town shopping stores and as the town is tightly constrained by the Green Belt.

Employment Opportunities

- 4.1.11 Dorking acts as a key employment area within the District. Of the economically active population, approximately 2,300 people both live and work within Dorking and just fewer than 7,000 people commute into Dorking for work purposes. Approximately 2,950 commute out of Dorking. The town provides a range of retail units and, to a lesser scale, B1a office units and industrial estates.
- 4.1.12 Most commercial developments in the town centre are of a small/medium size. Industrial development is concentrated on the western side of town on longstanding estates at Vincent Lane and Curtis Road. A modern business park was built at Station Road in the late 1980's. Large employers include Kuoni Travel, Johnston Engineering and Friends Provident on the edge of the town.

Supporting the Rural Hinterland

- 4.1.13 Dorking in particular supports the surrounding rural communities by providing a range of facilities which are accessible by public transport, either by bus or train, and also provides access to other higher order centres such as Leatherhead, Guildford, Kingston and London.
- 4.1.14 Dorking has three railway stations – Dorking, Dorking Deepdene and Dorking West. Dorking Station is located to the north east of the town centre and services to London are at regular intervals. Services also run to Horsham. Train services to Reading, Guildford, Redhill and Gatwick Airport are hourly at peak times. These are served by Dorking Deepdene and Dorking West (stopping services only) stations.

4.1.15 Regular bus services also provide access to the higher order centres such as Leatherhead, Guildford and Kingston. A regular Monday to Saturday service is available to these higher order centres. A Sunday service to Leatherhead and Kingston is also available.

Environmental Sustainability Indicators

4.1.16 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.1.17 Development beyond the boundary of the built-up area is constrained by the Surrey Hills Area of Outstanding Natural Beauty. The residential areas near to the fire station and school along Spook Hill, North Holmwood; South Drive, Dorking; Deepdene Wood, Dorking and Highacre, Dorking are all within AONB.

4.1.18 Parts of Dorking are at Risk of Flooding from the Pippbrook.

4.2 Leatherhead

Size:

4.2.1 Leatherhead is a relatively small town with about 4,500 properties and a population of approximately 9,700 people. It is the commercial centre of the District.

Form:

4.2.2 The town form is relatively compact and reflects it's growth from a crossing point of the River Mole. The town has expanded from these origins along the main roads, for example, Kingston Road to the north.

Character:

4.2.3 The town centre is relatively small and much of it is within a Conservation Area. Different parts of the conservation area have their own characters reflecting the street and building patterns and different materials. Outside the town centre to the north are residential areas together with a number of modern business parks. The areas to the south and east of the town centre area predominantly residential in character.

4.2.4 The motorway interchange of the M25 and positioning of Leatherhead halfway between Gatwick and Heathrow Airports, has led to considerable development pressure.

Economic and Social Sustainability Indicators

Community Services and Facilities

4.2.5 Leatherhead is well equipped with social and community facilities, it offers all 12 of the community facilities and services assessed, and offers additional leisure facilities including the Leatherhead Leisure Centre on the southern

edge of the town. The Centre currently provides a variety of indoor and outdoor sports and leisure activities. Plans for upgrading the Centre are to be implemented shortly.

- 4.2.6 Private sports facilities, including golf clubs and a golf driving range, are also available within the Leatherhead area.

Retail Facilities

- 4.2.7 Leatherhead town centre is relatively compact comprising about 150 retail units, with the prime shopping areas being pedestrianised. The part covered by the Swan Centre includes a supermarket operated by Sainsbury's and a number of national multiples including Boots, WH Smith and Next for example. There is a Thursday and Saturday market in the town centre. A Tesco's superstore and a B&Q DIY store are located on the northern edge of Leatherhead, immediately south of Junction 9 of the M25 motorway.

Employment Opportunities

- 4.2.8 Leatherhead is the main commercial centre of the District and has a thriving business sector. Industrially the town has a history as a centre for research and recently high technology development.
- 4.2.9 There are nine main business parks or industrial estates ranging from modern sites with the emphasis on high technology and research uses to older established areas mainly occupied by general industrial and storage users.
- 4.2.10 Of the economically active population, approximately 2,000 people both live and work within Leatherhead and approximately 10,000 people commute into Leatherhead for work. Just fewer than 3,000 people commute out of Leatherhead. Large employers within Leatherhead include ERA Technology, KBR and Logica.

Supporting the Rural Hinterland

- 4.2.11 Leatherhead supports the surrounding communities by providing a range of facilities which are accessible by public transport, either bus or train. There are regular half hourly train services to London from Leatherhead Station which is located near to the town centre and close to the main research areas. Other services run to Guildford and Horsham.
- 4.2.12 Regular bus services also provide access to the higher order centres such of Dorking, Guildford, Epsom and Kingston. A regular Monday to Saturday service is available to these higher order centres. A Sunday service to Dorking and Kingston is also available.

Environmental Sustainability Indicators

- 4.2.13 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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- 4.2.14 The Strategic Flood Risk Assessment (SFRA) identifies that a small number of residential properties, commercial buildings and essential infrastructure

could be affected from flooding within Flood Zones 2 and 3 around the Cannon Way and Cannon Grove areas.

4.3 Ashtead

Size:

- 4.3.1 Situated on the main A24 road between Epsom and Leatherhead, Ashtead has the second largest population of all settlements within the District (approximately 13,500 people). Within Ashtead there are approximately 5,600 properties.

Form:

- 4.3.2 Ashtead developed originally along the A24 and has filled in mainly to the north up to the railway line. Although built-up, it retains elements of rural character with most housing developments taking place since the 1930's occurring within the existing village confines, rather expanding the physical area of the village.

Character:

- 4.3.3 Although Ashtead is the largest settlement it is mainly residential in character with little commercial development. Whilst suburban it retains much of the character of a large village with the main shopping area along the Epsom Road and smaller parades along Barnett Wood Lane and Craddocks Avenue.
- 4.3.4 There are 3 Conservation Areas two of which are within the main built area. Whilst the village has areas reflecting phases of house building much new development has taken place by way of infilling within established residential areas.

Economic and Social Sustainability Indicators

- 4.3.5 Ashtead offers a range of services including over 60 shops and both primary and secondary educational facilities. The residents of Ashtead benefit from all 12 of the 'other community facilities/ services' as identified on page 49.
- 4.3.6 Residents however, often travel to Leatherhead for convenience shopping and Epsom, just outside of the District boundary, for leisure activities and visiting restaurants and the cinema.
- 4.3.7 Unlike Dorking and Leatherhead, more people commute out (approximately 4,500 people) of Ashtead for employment purposes than in (approximately 2,900 people). Of the economically active population, only 13% of residents both live and work within the settlement (approximately 1,700 people).
- 4.3.8 There are some employment opportunities within Ashtead namely, Ashtead Hospital. The UK headquarters of Esso Petroleum is also located on the edge of Ashtead.

Environmental Sustainability Indicators

4.3.8 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.3.9 The Rye Brook on the northern edge of the built up area of Ashted is liable to flooding and affects some properties to the north of the railway line. The Woodfield open space and properties immediately to the west are within the flood zone 2. There is some limited evidence of surface water flooding.

4.4 Bookham

Size:

4.4.1 Situated between Leatherhead and Effingham (Guildford Borough) is Bookham. The settlement comprises of approximately 4,500 properties and a population of 10,300 people.

Form:

4.4.2 Bookham forms the western part of the physically coalesced settlements of Bookham and Fetcham. The area has developed from the two village areas of Great Bookham and Little Bookham. To the north the physical boundary is the railway line. To the south built development extends south of the Guildford Road. As with Ashted and Fetcham much new residential development has taken place by way of infilling.

Character:

4.4.3 Bookham has undergone much population and housing growth since 1945. However, the original village centres have been preserved and much character is still evident in the High Street.

4.4.4 Bookham is mainly residential in character. There is however an area of commercial development to the north near Bookham railway station. The village shopping centre comprises a number of shops at the High Street and Church Road and which provide a good range local shops and services. Much of this area is a designated a Conservation Area. There is a second Conservation Area at Preston Cross.

Economic and Social Sustainability Indicators

4.4.5 The residents of Bookham benefit from all 12 of the 'other community facilities/ services' which have been assessed, and from a bus and train service to higher order centres including Leatherhead and Guildford.

4.4.6 Whilst there is not a secondary school within the settlement area, the Howard of Effingham School is within 200 metres of the District boarder. There are also a number of primary schools within Bookham.

4.4.7 In comparison to Ashted there are fewer retail facilities available within Bookham and unlike most other settlements there are fewer convenience than comparison retail units.

- 4.4.8 Whilst Bookham offers many services and facilities to meet local needs, residents make use of facilities and services available within higher order centres such as Leatherhead and outside of the District in Guildford and Epsom. This is evidenced within the '*Mole Valley town, district, local and village centres study*' (November 2007) which identifies that whilst there are two small supermarkets within Bookham, 51% of residents travel to Leatherhead to undertake their main weekly shop. Residents also travel to Leatherhead to visit restaurants and undertake sport and recreation activities and go even further afield to Epsom to visit the cinema.
- 4.4.9 There are also less employment opportunities within Bookham than Ashtead. The majority of employment opportunities are with small firms located on the Bookham Industrial Park.
- 4.4.10 Similar to Ashtead, many Bookham residents find employment elsewhere with only 14% of the economically active population (approximately 1,500 residents) both living and working within the settlement. Approximately 3,500 people commute out of Bookham for work purposes and fewer than 1,350 commute in.

Environmental Sustainability Indicators

- 4.4.11 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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- 4.4.12 Development beyond the boundary of the built-up area is constrained by the Surrey Hills Area of Outstanding Natural Beauty. The AONB physically abuts the southern boundary of Bookham except for a small area to the south of the residential area in the vicinity of Howard Road.
- 4.4.13 Only a very small part of Bookham is identified by the Environment Agency as being in an area liable to flooding. This area is to the west of Bookham Station along the northern part of Little Bookham Street. There is also evidence of surface water flooding.

4.5 Fetcham

Size:

- 4.5.1 Fetcham forms part of the wider Leatherhead built-up area, physically separated from Leatherhead town but coalescing with Bookham. Fetcham has approximately 3,300 properties and a population of 8,400 people.

Form:

- 4.5.2 Fetcham forms the eastern part of the physically coalesced settlements of Fetcham and Bookham. The area has developed from the filling in of the area between the railway line to the North and the Guildford Road to the south. There is a limited amount of development north of the railway line at River Lane and Monks Green. As with Ashtead and Bookham much new residential development has taken place by way of infilling.

Character:

- 4.5.2 In common with the adjacent areas, continuing residential development in the form of infilling has occurred within Fetcham. The settlement however, has retained its predominately residential character. The main centre of the village is around the shopping area at the junction of The Street and Cobham Road. There is one Conservation Area.

Economic and Social Sustainability Indicators

- 4.5.4 On a slightly smaller scale than the neighbouring areas of Bookham and Ashtead, Fetcham offers a range of facilities and services. In comparison to Bookham and Ashtead the settlement of Fetcham lacks a permanent library, bank/ building society and has fewer retail facilities.
- 4.5.5 Due to the fact that Fetcham is however, part of the wider Leatherhead built-up area, and is coalesced with Bookham the lack of a these facilities/ services within the settlement of Fetcham does not make the settlement significantly less sustainable.
- 4.5.6 As with Ashtead and Bookham the local services available to residents are supplemented by the greater number and range of facilities and services available within higher order centres such as Leatherhead and outside of the District in Guildford and Epsom.
- 4.5.7 There is however, no railway service and local employment opportunities. Many Fetcham residents find employment opportunities elsewhere with only 15% of the economically active population (approximately 2,300 people) living and working within Fetcham. Just fewer than 3,000 people commute out of Fetcham for work purposes whilst only 600 commute in.

Environmental Sustainability Indicators

- 4.5.8 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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- 4.5.9 Fetcham is a defined built-up area. Development beyond the boundary to the south of Fetcham, along the Guildford Road, is constrained by the Surrey Hills Area of Outstanding Natural Beauty.
- 4.5.10 The north eastern part of Fetcham including parts of Cannon Way and Cannon Grove were flooded in 1968 and are shown in the Strategic Flood Risk Assessment as being within Flood Zone 2. As with the other built-up areas there is some evidence of localised surface water flooding.

4.6 Beare Green

Size:

- 4.6.1 The settlement of Beare Green located to the west of the A24 by-pass comprises approximately 500 properties. The population of Beare Green is approximately 1,300 people.

Form:

- 4.6.2 The settlement of Beare Green is compact and densely developed. Considerable expansion since the initial small scale growth in the late nineteenth century has taken place to the west of the old Horsham Road.

Character:

- 4.6.3 The settlement is a dense with a tight-knit development pattern which gives Beare Green a suburban character, views of the Green Belt countryside outside it are limited. Many of the predominately residential properties are modern.

Economic and Social Sustainability Indicators

- 4.6.4 As with most of the larger rural villages within the District, Beare Green offers a number of facilities and services which provide for local needs. These include a primary school, village shop, public house and small cafe. Beare Green is however, lacking a Post Office and doctor's surgery.
- 4.6.5 Beare Green offers a number of local employment opportunities within close vicinity to the settlement. These include the Ibstock Brick Works, Newdigate Road and a number of small units in Philpotts Yard, Old Horsham Road.
- 4.6.6 The settlement is also connected to higher order centres by a railway service although the service is hourly Monday – Friday with a reduced service on Saturday and no service on a Sunday. The bus service from Beare Green to Dorking and Horsham is considered to be 'reasonable' with buses running from just gone 6am until 7pm. A bus tends to run every 50 minutes in the morning and evening and is reduced to an hourly service in the afternoon. There is a reduced service on Saturday however, no service on a Sunday.

Environmental Sustainability Indicators

- 4.6.7 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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4.7 Brockham

Size:

- 4.7.1 Situated to the east of Dorking south of the A25, Brockham has approximately 850 properties concentrated in the residential areas to the north and south of the River Mole. Brockham has a population of approximately 2,000 people.

Form:

- 4.7.2 The settlement of Brockham is varied in form. The village of Brockham is split by the River Mole however, generally runs along a linear pattern from north to south east. There is also a small area to the east along the River Mole which is separated from northern and southern parts of Brockham.

- 4.7.3 Within the southern part of the settlement there is a compact residential area to the south around Oakdene Road and Warrenne Road. Within the Northern part of the settlement there is a compact residential area around Hillside Gardens, Links View Avenue, Hillside Close and The Avenue. Between the two main residential areas are more loose-knit forms of development.

Character

- 4.7.4 As with the form of Brockham, the character of the settlement is also varied. The compact areas of development have an attractive view of the Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV) to the east of Brockham and the open countryside towards Strood Green. Brockham is a good example of the archetype Surrey village with many pleasant cottage clusters around the village green.

Economic and Social Sustainability Indicators

- 4.7.5 As with most of the larger rural villages within the District, Brockham offers a number of facilities and services which provide for local needs including a primary school, village shop, doctor's surgery and public house. Brockham is however, lacking a Post Office and employment opportunities are limited.
- 4.7.6 As identified within the 'Mole Valley town, district, local and village centres study' (November 2007), residents from the 'rural east', in which Brockham is located, travel to the neighbouring higher order centre of Reigate to undertake a weekly shop and to visit restaurants, cafes, bars and the cinema. Residents also travel to Dorking to participate in sport and recreational activities.
- 4.7.7 Many of the residents of Brockham travel to Dorking and Reigate for work purposes. There is a bus service between Brockham and these higher order centres. The bus service to Dorking is considered to be 'reasonable' with buses running every 45 minutes from 7.30am to after 6.30pm Monday to Friday. There is a reduced service on Saturday.

Environmental Sustainability Indicators

- 4.7.8 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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- 4.7.9 Development beyond the boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.
- 4.7.10 Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow between the north and south parts of Brockham and the surrounding areas. As a result flood zone 2 particularly affects some properties within the village. These tend to be located in the southern part of the settlement near to Tanners Hill.

4.8 Capel

Size:

- 4.8.1 The settlement of Capel comprises of approximately 500 properties spread out along the length of The Street, scattered along Vicarage Lane and concentrated in the Markham Park estate at the southern end of the village. The population of Capel is approximately 1,150 people.

Form:

- 4.8.2 The settlement of Capel is predominately linear in form along the serpentine length of The Street, with compact, dense and tightly-knit development of greater depth in Markham Park at its southern end.

Character:

- 4.8.3 Capel is an elongated village straddling the Old Horsham Road, and comprises a mixture of mainly Victorian cottages and some more recent housing. Its character was enhanced by the opening of the Capel by-pass which has considerably reduced the amount of traffic passing through the village.
- 4.8.4 The most extensive residential development has taken place to the south of the village at Bennett's Wood and Carterdale Cottages, started by the local authority during the 1930's and extended after the war. More recently in the mid-1980s, the Markham Park Estate was completed. More irregular groups of dwellings interspersed with woods and fields are scattered along Vicarage Lane, which has a very rural character.
- 4.8.5 Links with the countryside are important to the character and setting of the village.

Economic and Social Sustainability Indicators

- 4.8.6 The number of community services and facilities within Capel is similar to those available within Brockham.
- 4.8.7 Services and facilities available within Capel include a doctor's surgery, village shop, petrol station, village hall, public house and recreation facilities. Capel also benefits from a post office.
- 4.8.8 Employment opportunities are also available within the settlement or in close proximity. These include Hanson Bricks - Clock House Works, Horsham Road; and the industrial units at Laundry Way.

Environmental Sustainability Indicators

- 4.8.9 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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- 4.8.10 Part of Capel is affected by aircraft noise from Gatwick Airport. The southern extent of Capel falls within Noise Category C (57-60 LAeq,T) as set out in PPG24. Other parts of Capel fall within Noise Category B (60-66 LAeq,T).

4.9 Charwood

Size:

- 4.9.1 Charwood is a weald village on the Sussex border near Crawley and Gatwick Airport. The settlement of Charwood has over 400 properties grouped along The Street, Ifield Road, Chapel Road and scattered along Rectory Lane and further south and westwards. The population of Charwood is approximately 1,200 people.

Form:

- 4.9.2 The settlement of Charwood is varied in form with some relatively compact areas of development, some ribbon development along one side of road only and great deal of scattered, loose-knit development on its fringe.

Character:

- 4.9.3 Charwood's character is varied, reflecting the distinct phases of its development. Medieval buildings are widely dispersed in peripheral locations, Victorian buildings occupy the centre of the village and along the main roads and the eastern end of the villages comprise modern residential development.
- 4.9.4 A large number of old timber framed and tile hung cottages remain and despite the infilling and expansion that has taken place and constant pressure arising from the proximity of the airport, Charwood has retained much of its rural character and charm. The most substantial residential development is the Council housing estate to the north of the centre, dating from the late 1940's.
- 4.9.5 A great deal of the village, with the exception of the more modern development at its eastern end, is within the Conservation Area which includes a great many large spaces, some of them fairly open and some of them more wooded. The spacious setting of important buildings is a key characteristic of the village.

Economic and Social Sustainability Indicators

- 4.9.6 Charwood has slightly less community services and facilities than Brockham and Capel. Residents are however, able to access a number of key facilities and services including a village shop, primary school, village hall, public house, children's play grounds and public open/amenity space.
- 4.9.7 Community facilities such as a doctor's surgery and a post office are not available within Charwood.
- 4.9.8 Relatively high levels of local employment opportunities are available in close proximity to the settlement. Employment opportunities include the Roband Electronics, Lowfield Heath Road; Betchworth Works, Vallance By-Ways, and Charwood Place Industrial Estate/Yard.

Environmental Sustainability Indicators

4.9.9 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.9.10 Information from the Strategic Flood Risk Assessment (SFRA) identifies that the due to the naturally less contained nature of many of the tributaries of the River Mole in this area Flood Zone 2 some residential properties and roads are at risk from flooding.

4.9.11 Charlwood is affected by aircraft noise from Gatwick Airport. The southern extent of Charlwood beyond Spicers Bridge, Lowfield Heath Road is within Noise Category A (66-72 LAeq,T) as set out in PPG24. Other parts of Charlwood, north of Rectory Lane towards Norwoodhill Road, fall within Noise Category C (57-60 LAeq,T). The majority of Charlwood and the more developed areas, fall within Noise Category B (60-66 LAeq,T).

4.10 Hookwood

Size:

4.10.1 Hookwood, just between Charlwood and Horley, comprises mainly Victorian and Edwardian housing concentrated on the eastern side of Reigate Road and on the north side of Povey Cross Road. The A217 by-passes the main concentration of the settlement and is fronted by a substantial modern hotel and a Tesco store.

4.10.2 Hookwood has over 200 properties and has a population of approximately 800 people.

Form:

4.10.3 The settlement of Hookwood is compact and is a quite dense built-up area. Residential development has a relatively linear form, which is given depth by the superstore, hospital and hotel as well as some more recent housing development.

Character:

4.10.4 Hookwood has a built-up character comprising residential areas and other significant developments. The wider area of Hookwood is dominated by Gatwick airport.

Economic and Social Sustainability Indicators

4.10.5 Hookwood offers a similar number of community services and facilities as Charlwood. However, whilst there is no post office available Hookwood has a cash machine located within Tesco which many of the rural villages are lacking. Hookwood is also the only rural area within the District which benefits from a large supermarket.

- 4.10.6 Whilst there are no educational facilities within Hookwood the nearest primary school is within Horley which is within 1 mile of the boundary of Hookwood within the neighbouring authority of Reigate and Banstead.
- 4.10.7 The Tesco's store, private hospital and hotels within the vicinity of Gatwick provide a large number of local employment opportunities.

Environmental Sustainability Indicators

- 4.10.8 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

- 4.10.9 Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow through Hookwood and the surrounding area. Due to the naturally less contained nature of many tributaries of the River Mole in this area Flood Zone 2 is quite extensive in the northern extent of the settlement and a number of residential properties and roads are at risk of flooding.

4.11 Westcott

Size:

- 4.11.1 Westcott is situated to the west of Dorking astride the A25. Originating as an agricultural settlement the village grew in the Victorian era and since then expansion from the small village green has occurred to give a larger but still compact residential area. The settlement of Westcott comprises of over 800 properties and has a population of approximately 2,150 people.

Form:

- 4.11.2 The settlement of Westcott is varied in form with some relatively compact areas of development towards the north east extent of the settlement around St. John's Road and Ashley Road; some ribbon development along the A25 towards Wotton; and some scattered, loose-knit development on its fringe.

Character:

- 4.11.3 Westcott's character is varied, reflecting the distinct phases of its development. The centre of the settlement has a tight-knit form, although there is considerable variety, from large houses in extensive grounds to close groupings of cottages. The western extent of the settlement is characterised by close-knit cottages. A considerable expansion of Westcott took place at the end of the 19th century and some parts of Westcott have a strong Victorian character.

Economic and Social Sustainability Indicators

- 4.11.4 Similar to the rural villages of Brockham and Capel, Westcott has a number of services and facilities available to local residents. These include local retail facilities, a post office, doctor's surgery, primary school, a children's play area and a public house.

4.11.5 These services and facilities are supplemented by those available in higher order centres such as Dorking and are accessible via a bus. The bus service to Dorking takes approximately 7 minutes and runs between 7am and 7pm Monday to Friday. A reduced service is available on Saturdays between 8am and 7pm.

4.11.6 Within Westcott there are some employment opportunities available at Chapel Lane Industrial Estate.

Environmental Sustainability Indicators

4.11.7 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.11.8 The settlement of Westcott is located within the Surrey Hills Area of Outstanding Natural Beauty (AONB).

4.11.9 Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow through the surrounding area and towards Dorking. The SFRA identifies that the greatest risk of flooding occurs within the northern extent of the settlement area.

4.12 Betchworth

Size:

4.12.1 Located midway between Dorking and Reigate, Betchworth is a linear village on a north-south axis stretching from Pebblecombe to the River Mole in the south. The settlement of Betchworth comprises of approximately 170 properties grouped around The Street, Old Reigate Road and Station Road. The population of Betchworth is approximately 900 people.

Form:

4.12.2 The settlement of Betchworth is linear, irregular and loose-knit. The historic centre is located in a tight cluster around the church on the north side of the River Mole. A limited amount of infilling has taken place along Betchworth Street although the overall impression of the village a loose-knit straggle of housing prevails.

Character:

4.12.3 The settlement consists of an irregular scattering of buildings strung out along the length of The Street and part of Old Reigate Road/ Station Road. There is little depth to development beyond the road frontage. There are many important spaces, particularly within the Conservation Area at the southern end of The Street, which emphasise the irregularity of the village form and links with views out into the countryside. The Conservation Area contains particularly attractive and important historic buildings, many of them Listed. The northern end of the village comprises many large properties set in spacious grounds, some enclosed by high brick walls which are a feature through the village.

Economic and Social Sustainability Indicators

- 4.12.4 Community facilities and services available within Betchworth are similar to those available within Brockham and Capel. Services include a village shop, primary school and a post office. However, unlike Capel there are only very limited local employment opportunities within Betchworth.
- 4.12.5 Whilst there is a railway station, it is considered that this is some distance from the village centre and does not add to the sustainability of the settlement.

Environmental Sustainability Indicators

- 4.12.6 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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- 4.12.7 Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow south east to North West through the settlements and surrounding area. As a result Flood Zone 2 particularly affects some properties within the village. These tend to be located in the southern extent of the settlement near to St. Michael's Church where development opportunities are limited and those areas which fall outside of the area allocated from limited development within the Local Plan.

4.13 Boxhill

Size:

- 4.13.1 The settlement of Boxhill contains approximately 200 properties scattered along Boxhill Road, Headley Heath Approach and Ashurst Drive. In addition there are a number of extensive park home sites north and south of Boxhill Road and off Ashurst Drive. The population of Boxhill is approximately 1,550 people.

Form:

- 4.13.2 The settlement of Boxhill is scattered and generally loose-knit with some linear development.

Character:

- 4.13.3 The village comprises scattered development strung out along Boxhill Road, with some linear development along the road frontages of Headley Heath Approach, Ashurst Drive and parts of Boxhill Road. Much of the residential properties are located along one side of the road with very long rear gardens and often face onto the open countryside. There are one or two more consolidated areas of residential developments at the northern and southern ends of Headley Heath Approach and Ashurst Drive, and along Boxhill Road. Part of the character of Boxhill comes from the large park homes.

Economic and Social Sustainability Indicators

- 4.13.4 As with other rural villages within the District the settlement of Boxhill offers limited community facilities and services. Whilst Boxhill offers a village shop and a post office, other key facilities such as a primary school, doctor's surgery and children's play area are not available.
- 4.13.5 There are also limited employment opportunities available within the settlement.
- 4.13.6 Access to higher order centres is available from Boxhill via bus service to Dorking and Leatherhead which takes approximately 25 minutes and runs between 7.30am and 6.00pm Monday to Saturday.

Environmental Sustainability Indicators

- 4.13.7 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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- 4.13.8 Development beyond the settlement boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.

4.14 Leigh

Size:

- 4.14.1 The settlement of Leigh comprises of approximately 120 properties located along Tapner's Road and Smallshill Road and the roads leading off to the south and north. The population of Leigh is approximately 850 people.

Form:

- 4.14.2 The village of Leigh comprises two distinct areas, the village centre around the green, and a close-knit group of mainly inter-war properties to the north west known as Dawes Green. The village green, bordered by several listed buildings and St Bartholomew's Church, is particularly attractive. The development on the south side of the green is in part more recent and includes The Glebe, a council housing estate and elderly persons' accommodation. The Parish also contains some loose-knit groups of houses in isolated locations and an element of ribbon development which stretches north-westwards along Tapner's Road.

Character:

- 4.14.3 Leigh is characterised by the informal arrangement of buildings and important large open areas at its centre. It has a very rural feel, with views out to the countryside, trees and hedgerows forming an important, integral part of its character.

Economic and Social Sustainability Indicators

- 4.14.4 Similar to Boxhill the settlement of Leigh offers limited community facilities and services. Whilst there are some facilities in Leigh including a primary school, children’s play area and public house, some of the basic facilities such as a village shop, post office or doctor’s surgery are not present.
- 4.14.5 Public transport is also very limited with no railway station and a very limited bus service. Leigh is only served by a post bus which runs Monday – Friday between 9.50am and 12.50pm three times a day.
- 4.14.6 There are also very few employment opportunities within the settlement area.

Environmental Sustainability Indicators

- 4.14.7 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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- 4.14.8 Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow south of the settlements and surrounding area. As a result flood zone 2 particularly affects some properties within the village. These tend to be located in the southern extent of the settlement near to Clayhill Close and Clayhill Road where infilling development is permitted by the Local Plan.

4.15 Mickleham

Size:

- 4.15.1 The village of Mickleham lies on the eastern side of the River Mole between Leatherhead and Dorking. The settlement of Mickleham has just over 100 properties located off the A24 along London Road, Byttom Hill, School Lane and Dell Close. Mickleham has a population of approximately 550 people.

Form:

- 4.15.2 The settlement of Mickleham is mainly linear along the A24 and the Old London Road, together with the adjacent and compact Box Hill School site.

Character:

- 4.15.3 The village, bypassed by the A24 since the 1930’s, has largely retained its quiet character with the church forming a focal point at the historic core. Part of the village, mainly Victorian in origin, is located on the steep hillside of the Mole Gap.
- 4.15.4 Almost the entire village, including Box Hill School, is within the Conservation Area, which contains a number of buildings of historic and architectural interest and important gaps giving views of the dramatic landscape surrounding the village.

Economic and Social Sustainability Indicators

- 4.15.5 Although there is no doctor's surgery there are a number of other community facilities in Mickleham. The residents of Mickleham benefit from local educational facilities including a primary school and the Independent Boxhill School which caters for 11-18 year olds and has approximately 400 pupils.
- 4.15.6 Furthermore, Mickleham being on the Dorking to Leatherhead bus route benefits from a 'very good' bus service to higher order centres both within and outside of the District. Buses to Dorking, Leatherhead and Kingston are available between 7.00am and 11.30pm throughout the week and run approximately every 30 minutes.
- 4.15.7 Whilst there is currently a Post Office within Mickleham this has been identified for closure within the future. Employment opportunities in the Mickleham area include Burford Bridge Hotel, Juniper Hall Field Centre, the Surrey Wildlife Centre at Norbury Park and the Boxhill School.

Environmental Sustainability Indicators

- 4.15.8 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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- 4.15.9 Development beyond the settlement boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.

4.16 Newdigate

Size:

- 4.16.1 The settlement of Newdigate contains approximately 180 properties centred on Village Street and Kingsland, and scattered along Old School Lane and Parkgate Road. There are a further 60 or so dwellings on New Barn Lane/Hogspudding Lane and to the north of it on Parkgate Road, away from the main part of the village. The population of Newdigate is approximately 600 people.

Form:

- 4.16.2 The settlement of Newdigate is varied in form. There is a compact, quite densely developed area at the core of the village. However, there are also some loose-knit groups of dwellings on Old School Lane and a ribbon development on one side of the road only extending along Parkgate Road.

Character:

- 4.16.3 The village has a varied character. The Conservation Area, centred on the Church and road junction to the south, comprises an informal collection of varied buildings and has the feel of a small village despite some modern infilling. Large spaces are important here, as are trees. The small housing estate west of Village Street and the south of the large recreation ground is a compact area of tight-knit modern development. To the east of the recreation

ground, is predominantly residential development stretched out in a ribbon along one side of the Village Street and Parkgate Road.

Economic and Social Sustainability Indicators

- 4.16.4 Community facilities and services available within Newdigate are similar to those available within some of the larger rural villages such as Brockham and Capel. Services include a village shop, primary school, post office, public house and a doctor's surgery.
- 4.16.5 However, there are limited local employment opportunities within Newdigate and public transport to higher order centres is very limited. Newdigate is on the number 22 bus route however, the bus only passes through the village twice a day (4.20pm and 6.40pm). Some local employment opportunities available within Newdigate at Dean House Farm and Green Farm Industrial Units.

Environmental Sustainability Indicators

- 4.16.6 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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4.17 Ockley

Size:

- 4.17.1 Ockley village is an elongated settlement lying astride the A29 road which follows the line of Stane Street, with one or two roads leading off to the east and west. The settlement of Ockley comprises of approximately 180 properties and a population of just over 570 people. More than half of the residential properties are concentrated at the southern end of the village.

Form:

- 4.17.2 The settlement of Ockley is overridingly loose-knit and linear with a more compact area of development at its southern end.

Character:

- 4.17.3 The most important feature is the long broad village green fringed to the west by an irregular group of cottages, many of them listed buildings. Apart from a small group of terraced houses at Rectory Close and the Ockley Housing Association's development at Prideaux Gardens there has been only limited modern development in or near the village.
- 4.17.4 This informality is enhanced by the extensive gaps and views of countryside outside the village. The more compact area of more recent development at the southern end of the village is partly within the Conservation Area behind the generally older buildings fronting Stane Street.

Economic and Social Sustainability Indicators

- 4.17.5 Similar to other rural villages within the District Ockley benefits from a number of community facilities and services. These include a local primary school, village shop, community hall, children’s playground and post office.
- 4.17.6 Ockley also benefits from local employment opportunities being available within the area namely, the industrial units at Jayes Park Courtyard and Ockley Court Farm, Coles Lane.
- 4.17.7 Ockley has a railway station. However, it is considered that the station is too far a distance from the settlement centre to add to the sustainability of the village. This is coupled with a limited ‘post bus’ service which runs three times a day at 9.40am, 12.40am and 5pm, Monday – Friday.

Environmental Sustainability Indicators

- 4.17.8 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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4.18 South Holmwood

Size:

- 4.18.1 The settlement of South Holmwood comprises of approximately 200 properties concentrated within a relatively small area to the west of the A24 Horsham Road. The population of South Holmwood is approximately 850 people.

Form:

- 4.18.2 The settlement of South Holmwood is compact. South Holmwood has its main concentration of population to the west side of the A24 which it fronts with a loose ribbon of houses, service station and local shop. On the east side, the settlement is more sporadic with cottages located amongst National Trust Common Land. There has been little recent building.

Character:

- 4.18.3 The village is compact and tightly knit, with only a few properties outside the core area, principally farms and farm cottages. Its buildings are of a mixed age and character, with more substantial, older properties fronting onto the A24, older terraced housing in the streets at its southern end and more modern residential development on its western side.

Economic and Social Sustainability Indicators

- 4.18.4 Similar to other smaller rural villages within the District there are some community services and facilities available to local residents within South Holmwood including a doctor’s surgery, village hall and a restaurant just north of South Holmwood along the A24. There are also some retail facilities within

South Holmwood however; none of these is a general store selling convenience goods.

4.18.5 Within South Holmwood there is no school, park/ amenity open space, or post office. There are also limited employment opportunities within the settlement.

4.18.6 Public transport to higher order centres from South Holmwood is available. This is due to South Holmwood being on the Horsham to Dorking bus service route. Buses are available Monday – Saturday between 7.00am and after 7.10pm around every 45 minutes.

Environmental Sustainability Indicators

4.18.7 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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4.18.8 Development beyond the settlement boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.

4.19 Strood Green

Size:

4.19.1 Situated to the south of Brockham, and physically separated from it, is Strood Green a settlement of mostly inter-war housing of a suburban nature. The settlement of Strood Green comprises of just over 300 properties and a population of approximately 750 people.

Form:

4.19.2 The settlement of Strood Green is compact and is a quite densely built-up area which is focused east of Middle Street.

Character:

4.19.3 Strood Green has a built-up character settlement of mostly inter-war housing of a suburban nature.

Economic and Social Sustainability Indicators

4.19.4 Community services and facilities available within Strood Green are limited. Strood Green only has a doctor's surgery, children's play area and is visited by the mobile library.

4.19.5 Strood Green lacks many key community facilities and services including a shop, school, village/ community hall and a post office.

4.19.6 There are some employment opportunities available at Tanners Meadow and there is a reasonable bus service to Dorking. The service to Dorking takes 10 minutes and is available Monday – Saturday between 7.00am and 6.30pm.

Environmental Sustainability Indicators

4.19.7 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.20 Westhumble

Size:

4.20.1 Westhumble lies on the western side of the River Mole to the north of Dorking. The settlement of Westhumble has approximately 200 properties concentrated in the residential areas to the north and south of Chapel Lane, and scattered along Westhumble Street and the A24. The population of Westhumble is approximately 600 people.

Form:

4.20.2 The settlement of Westhumble is varied in form. There is a compact residential estate to the south of Chapel Lane, loose-knit and more informal low density estate to the north and scattered development along Westhumble Street to the east

Character:

4.20.3 As with the form of Westhumble, the character of the settlement is also varied. The compact area of development south of Chapel Lane has an attractive residential character and views of the dramatic surrounding landscape (Box Hill and Ranmore) are very important. The low density residential area to the north is more informal and spacious with important large gaps, both open and wooded. Older buildings are scattered in an irregular fashion eastwards along Westhumble Street, and there are a few older residential properties fronting the A24 which lies to the east of the railway which runs through the village.

Economic and Social Sustainability Indicators

4.20.4 Westhumble is very similar to many of the small rural settlements in the south of the District, in that there are very few community facilities and services available to local residents.

4.20.5 Westhumble has a public house, church and is visited by the mobile library. However, key facilities and services such as a local shop, school, doctor's surgery, children's play area, and a post office are not available within Westhumble. There are also only limited employment opportunities within the settlement.

4.20.6 However, as Westhumble is located just off the A24 it is serviced by the Dorking to Leatherhead bus route. Buses to Dorking, Leatherhead and Kingston are available between 7.00am and 11.30pm throughout the week and go approximately every 30 minutes.

4.20.7 Whilst there is a railway service available from Westhumble, it offers a limited service and is predominately used by walkers visiting Boxhill and Norbury

Park. A service to Leatherhead or Dorking is available every hour between 10.30am and 3.30pm however, is more frequent (every 30 minutes) before 10.30am starting at 5.50am and after 3.30pm running until 11.05pm.

Environmental Sustainability Indicators

4.20.8 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.20.9 Development beyond the settlement boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.

4.21 Woodlands Road, Bookham

Size:

4.21.1 Separated from the settlement of Bookham by open countryside, Woodlands Road lies to the west of Bookham adjacent to the settlement of Effingham, Guildford Borough. The area of Woodlands Road has approximately 140 properties.

Form:

4.21.2 The area of Woodlands Road is linear in form stretching south from Guildford Road.

Character:

4.21.3 The Woodlands Road area is mainly residential in character however; there is a car showroom and petrol station located along the Guildford Road on the junction with Woodlands Road. The residential area is characterised by large detached family homes with a scattering of some smaller bungalows. The majority of residential properties have extensive back gardens and have large areas of woodland to the rear of the property cartilage.

Economic and Social Sustainability Indicators

4.21.4 Due to the proximity of Woodlands Road to Effingham, consideration has been given to the level of services and facilities available across the District boundary.

4.21.5 Within the district boundary of Mole Valley local residents from Woodlands Road benefit from a local garage and restaurant. There is also a car showroom on the junction of Guildford Road and Woodlands Road which offers some local employment opportunities.

4.21.6 Woodlands Road is located within a short distance of the Epsom to Guildford bus route which also stops in Leatherhead, Ashted, Fetcham and Bookham. The bus services runs frequently Monday – Saturday, from approximately 7.45am until 7pm. Buses are more frequent within the morning and evening with an early service throughout the afternoon.

- 4.21.7 Across the district boundary in Effingham, there is a post office and a small number of other local retail facilities, a primary and secondary school, community hall and a large recreation ground with children's playing facilities. The residents of Woodlands Road are however, some distance from the nearest doctor's surgery and other
- 4.21.8 Whilst there is a public house and church within Effingham these are considered to be of some distance from Woodlands Road and therefore have been included as adding to the sustainability of Woodlands Road.

Environmental Sustainability Indicators

- 4.21.9 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.22 Abinger Hammer

Size:

- 4.22.1 The settlement of Abinger Hammer has just over 100 properties and a population of approximately 280 people.

Form:

- 4.22.2 The settlement of Abinger Hammer is scattered and loose-knit. The majority of residential properties are along Felday Road and the A25.

Character:

- 4.22.3 Abinger Hammer has a rural character of mainly 19th century buildings lying along the A25. Some buildings have earlier origins, notably the Listed Buildings 1 and 2 Marsh View and Laurel Cottage (17th century). The mix of small workshops, the village shops and residential buildings combine to create the impression of a working village.

Economic and Social Sustainability Indicators

- 4.22.4 Abinger Hammer contains some community facilities and services including an independent school, local shop, children's play area and a public house. There is however, no doctor's surgery and the post office is scheduled to close.
- 4.22.5 Some local employment opportunities available within the settlement area or in close proximity. This includes Martin Grant Homes along Felday Road.
- 4.22.6 There is a bus service available which runs between Guildford and Dorking and takes under 30 minutes to get to either of the higher order centres. The bus service is available Monday – Friday between 7.00am and 5.30pm. Depending on the time the service is available every 30 minutes to an hour. A reduced service is available on Saturday.

Environmental Sustainability Indicators

4.22.7 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.22.8 Development beyond the settlement boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.

4.23 Abinger Common

Size:

4.23.1 The settlement of Abinger Common has just over 120 properties and a population of just under 300 people. The majority of properties are located in the southern extent of the settlement.

Form:

4.23.2 The settlement of Abinger Common is scattered and loose-knit however, there are some more compact areas of residential properties towards the southern extent of the settlement around Abinger Lane. Residential properties in the northern part near to the church and public house tend to be larger. Only limited recent development has taken place in Abinger Common. This consisted of the intensification of existing residential land in the 1950's, for local authority housing.

Character:

4.23.3 Similar to Abinger Hammer, Abinger Common has a rural character with mainly 19th century housing.

Economic and Social Sustainability Indicators

4.23.4 Similar to Abinger Hammer the village of Abinger Common provides some basic community services and facilities for local resident's needs. These include a primary school, children's play area, public house and restaurant.

4.23.5 Abinger Common is however, lacking key community facilities and services such as a doctor's surgery, a post office or any shopping facilities. There are also only limited employment opportunities available within the settlement area.

4.23.6 As with Abinger Hammer the Guildford to Dorking bus runs through the village. However, the service is limited in comparison to that available from Abinger Hammer. Buses run between 7.15am and 18.30pm, Monday – Friday. However, buses are only available every hour during parts of the day. A limited service is provided on Saturday.

Environmental Sustainability Indicators

4.23.7 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.23.8 Development beyond the settlement boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.

4.24 Buckland

4.24.1 Situated to the north east of Betchworth along the A25 is the village of Buckland. Buckland has less than 150 properties grouped around The Green, along Old Road, Reigate Road and Dungates Lane. The population of Buckland is approximately 580 people.

Form:

4.24.2 The settlement of Buckland is fairly compact but the many important open spaces and large curtilages of residential properties give the village a spacious, loose-knit and irregular character. Ribbon development along one side of the road only extends south west-wards down Old Road.

Character:

4.24.3 Almost the entire village is within the Conservation Area, which is characterised by important historic buildings, important open spaces and trees and hedgerows. Spaces provide an important setting for buildings, many of which are listed and important links with the countryside.

Economic and Social Sustainability Indicators

4.24.4 Within Buckland there are some community facilities and services available to local residents. These include a local shop, post office, children's play area and a public house. However, as with many rural villages Buckland lacks any educational facilities and other key services such as a doctor's surgery.

4.24.5 Buckland does benefit from some local employment opportunities at the industrial units along Reigate Road.

4.24.6 Although Buckland is on the Dorking and Redhill bus route the service is limited. Services to these higher order centres are available from Monday – Friday but pass through the village less than 10 times a day.

4.24.7 Buckland does however, benefit from a railway service (Betchworth Station) which runs between Reading and Gatwick stopping at Guildford, Dorking and Redhill.

Environmental Sustainability Indicators

4.24.8 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.25 Coldhabour

Size:

4.25.1 Located to the south west of South Holmwood is the village of Coldhabour a settlement with just over 100 properties and a population of approximately 260 people.

Form:

4.25.2 The settlement of Coldhabour is predominately scattered and loose-knit with some more compact areas of residential properties towards the northern extent of the settlement around Abinger Road and the junction of Wolvens Lane. There has been very little modern development in the area.

Character:

4.25.3 There is a unique character to Coldhabour which is a quiet, isolated and upland village. There are small clusters of buildings separated by open areas of rough grass and woodland. The buildings within Coldhabour are mainly 19th century. Some of the older Listed Buildings date back to the 17th century.

Economic and Social Sustainability Indicators

4.25.4 Within the village of Coldhabour there a limited local community services and facilities. There are no shops, schools or post office to meet local residents' day to day needs. Other key services not present within Coldhabour include a doctor's surgery and park/ amenity open space although there is significant natural and semi-natural greenspace.

4.25.5 Public transport and access to higher order centres is also limited, as are employment opportunities. Coldhabour is serviced by the Dorking post bus which is available Monday – Friday, between 12.00pm and 5.00pm. There are four services a day.

Environmental Sustainability Indicators

4.25.6 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.25.7 Development beyond the settlement boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.

4.26 Forest Green

Size:

4.26.1 Located in the rural south west corner of the District, north of Walliswood is the small settlement of Forest Green. It has just over 130 properties and a population of approximately 330 people.

Form:

4.26.2 The settlement of Forest Green is scattered and loose-knit with some more compact areas of residential properties located to the south along New Road and around the common. The settlement runs along Horsham Road with some loose ribbon development stretching along Ockley Road.

Character:

4.26.3 Forest Green has a rural character and still retains a sense of a small rural community. There are a few buildings of distinct character including Tillies which dates from the late 16th century and Collins Farmhouse which dates from the 17th century. There are also small clusters of Victorian properties.

Economic and Social Sustainability Indicators

4.26.4 Forest Green comprises a few dwellings, a church and a public house. The only other facility available to residents is amenity open space. Within the settlement area there are no shops or schools to meet local residents' day to day needs and other key facilities such as a doctor's surgery, post office or a children's play area.

4.26.5 Public transport is also very limited with no railway station and a very limited bus service. Forest Green is served by the Dorking post bus which goes through the village Monday – Saturday two times a day (9.15am and 12.15pm).

4.26.6 There are only very limited employment opportunities within the village.

Environmental Sustainability Indicators

4.26.7 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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4.27 Headley

Size:

4.27.1 Headley is a scattered village situated on the slopes of the Downs north of Boxhill. The settlement of Headley has just over 250 properties and a population of approximately 670 people.

Form:

4.27.2 Headley is predominately a scattered and loose-knit village with some more compact areas of residential properties located in the south along Broom Close. Further north is Headley Court and an extensive development of staff houses.

Character:

4.27.3 Headley has a rural character and retains a sense of a small rural community despite recent very limited infilling. The land in the village is no longer farmed as it used to be, but is used for grazing for the many riding establishments in the area.

Economic and Social Sustainability Indicators

4.27.4 Similar to other small rural villages within Mole Valley, Headley provides some limited community services and facilities which cater for the day to day needs of local residents.

4.27.5 These include a village shop, community hall, children's play area, public house and amenity open space. There are however, no schools, a doctor's surgery or post office.

4.27.6 Local employment opportunities are limited as is the bus service. Buses are available to Leatherhead Monday – Saturday between 7.30am and 6.00pm. There are approximately 8 buses a day and are more frequent in the morning and late afternoon (every half hour until 9.30am and after 3.30pm). During the day buses to Headley are approximately every 2 hours.

Environmental Sustainability Indicators

4.27.7 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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4.28 Mid Holmwood

Size:

4.28.1 Mid Holmwood comprises a scattering of cottages astride the A24 road between North and South Holmwood. It contains just over 130 properties and a population of approximately 300 people.

Form:

4.28.2 The settlement of Mid Holmwood is predominately scattered and loose-knit with some more compact areas of residential properties located on the western side of the A24.

Character:

4.28.3 Mid Holmwood has a rural character and still retains a sense of a small rural community. There has been very little modern development.

Economic and Social Sustainability Indicators

4.28.4 The village of Mid Holmwood provides one of the lowest levels of community services and facilities of all settlements within Mole Valley.

4.28.5 Of the 12 'other community facilities/ services' that were surveyed, Mid Holmwood only has a restaurant which is to the north of the A24 from the main village area. Within the settlement area there are no shops or schools to meet local residents' day to day needs.

4.28.6 Employment opportunities are also limited. Mid Holmwood does however, have a reasonable bus service as it is on the Dorking to Horsham bus route. A bus service is available Monday – Friday between 6.30am and 7.30pm with one bus at least ever hour.

Environmental Sustainability Indicators

4.28.7 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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4.28.8 Development beyond the settlement boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.

4.29 Oakwoodhill

Size:

4.29.1 The scattered settlement of Oakwoodhill is located in the rural south west corner of the district and has just over 120 properties. The population of Oakwoodhill is approximately 330 people.

Form:

4.29.2 The settlement of Oakwoodhill is predominately scattered and loose-knit. Towards Stane Street is a small cluster of residential properties.

Character:

4.29.3 The small group of buildings which form Oakwoodhill help to retain the impression of a small hamlet. There are several traditional buildings with a mixture of timber frames and tile roofs. However, the modern infilling development which has occurred to the east of Oakwoodhill towards Stane Street produces a mixed architectural character.

Economic and Social Sustainability Indicators

- 4.29.4 As with Mid Holmwood the village of Oakwoodhill has very few community services and facilities available to local residents.
- 4.29.5 Of the 12 ‘*other community facilities and services*’ that were surveyed, Oakwoodhill only has a public house. There are also no shops or schools to meet local residents’ day to day needs. Employment opportunities are very limited.
- 4.29.6 Public transport from Oakwoodhill is very limited. The bus service is limited to one bus a day leaving at 07.22am Monday, Wednesday and Thursday. On Tuesday and Friday there is an additional bus at 10.03am. Oakwoodhill is mainly served by Buses4U which is a demand responsive service.

Environmental Sustainability Indicators

- 4.29.7 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.30 Walliswood

Size:

- 4.30.1 The scattered settlement of Walliswood is located in the rural south west corner of the district and has a very small centre with just over 120 properties and a population of approximately 340 people.

Form:

- 4.30.2 The settlement of Walliswood is predominately scattered and loose-knit running along the Horsham Road and branching off towards Froggetts Lane. There has been very little modern development in the settlement, although an estate of 42 local authority dwellings was in the villages in the 1950’s.

Character:

- 4.30.3 The settlement of Walliswood has a varied character made up by an informal collection of varied buildings and has the feel of a small rural community.

Economic and Social Sustainability Indicators

- 4.30.4 Within Walliswood there are some local community services and facilities which cater for local residents. These include a community hall, church, children’s play area, park/ amenity open space and a public house.
- 4.30.5 Key services such as a village shop, school, post office and doctor’s surgery are not however, available within the settlement area. There is also only a very limited bus services. As with many of the other small rural village, Walliswood is mainly served by the Dorking post bus which runs once a day Monday – Friday.

4.30.6 There are some local employment opportunities available within the settlement area or in close proximity. This includes the brickworks along the Horsham Road.

Environmental Sustainability Indicators

4.30.7 Summary of Environmental Constraints:

AONB Noise Sensitive Areas Areas at Risk of Flooding

4.31 Wotton

Size:

4.31.1 The scattered hamlet of Wotton is located west of Dorking and Westcott. Wotton has just over 120 properties and a population of approximately 275 people.

Form:

4.31.2 The settlement of Wotton is predominately scattered and loose-knit along Sheephouse Lane. More dense development can be seen at William Evelyn Court and Sheephouse Green.

Character:

4.31.3 The settlement of Wotton has a varied character made up by an informal collection of buildings and has the feel of a small rural settlement despite some infilling.

Economic and Social Sustainability Indicators

4.31.4 Within Wotton there are limited local community services and facilities which cater for local residents. These include a community hall, church and a public house. Key services such as a village shop, school, post office and doctor's surgery are not however, available within the settlement area.

4.31.5 Wotton does however, have a reasonable bus service and some local employment opportunities. It is on the Guildford – Dorking – Redhill bus route which runs Monday – Friday between 7.20am and 6.00pm. Buses are more frequent in the morning running ever 30 minutes to 1 hour. There is also a reduced service on Saturday.

4.31.6 Local employment opportunities within the Wotton area include the Coast Hill Farm, Sheephouse Lane industrial estate. Wotton House Conference Centre is also just outside of the village.

Environmental Sustainability Indicators

4.31.7 Summary of Environmental Constraints:

AONB	<input checked="" type="checkbox"/>	Noise Sensitive Areas	<input checked="" type="checkbox"/>	Areas at Risk of Flooding	<input checked="" type="checkbox"/>
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4.31.8 Development beyond the settlement boundary is constrained by the Surrey Hills Area of Outstanding Natural Beauty.

4.32 The Settlement Scores and Ranking

4.32.1 Over the page is a table which identifies all the economic and social indicators which have been assessed as part of this paper. Any weighting that has been applied is identified in Appendix B.

Mole Valley Local Development Framework
Settlement Hierarchy

	Population	Shops					Schools						Other Community Facilities										Public Transport			Employment			Travel to Work		Total		Environmental Constraints				
		Convenience	Comparison	Comparison & Convenience Ranking	Supermarket	Total Shopping Facilities Ranking	Infant/ Primary School	Independent Schools	Infant/ Primary School Ranking	Independent School	Secondary School Ranking	Total School Ranking	Permanent Library	Mobile Library	Community/ Village Hall	Church	Dentist Surgery	Doctor Surgery	Children's Play Area	Park/ Amenity Open Space	Public House/ Bar/ Inn	Restaurant/ Café/ Take Away	Post Office	Bank/ Building Society	Total Community Facilities Ranking	Bus Service	Rail Service	Total Public Transport Ranking	Local Employment Opportunities	The Employment Market	Total Employment Ranking	Travel to Work Pattern	Total Travel to Work Ranking	Total Score	Total Ranking	ACMB	Noise Sensitive Areas
Dorking	11337	169	23	4	Y	5	Y	Y	3	Y	3	6	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	12	5	5	10	4	5	9	24	2	44	1	✓	x	✓
Leatherhead	9585	53	9	3	Y	4	Y	Y	3	Y	3	6	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	12	5	5	10	4	5	9	23	2	43	2	x	x	✓	
Ashted	13494	33	18	3	Y	4	Y	Y	3	N	2	5	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	12	4	5	9	4	4	8	15	1	39	3	x	x	✓	
Bookham	10320	14	27	3	Y	4	Y	Y	3	N	1	4	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	12	4	4	8	4	4	8	16	1	37	4	✓	x	✓	
Fetcham	6432	20	7	2	Y	3	Y	N	3	N	0	3	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	10	4	0	4	0	3	3	15	1	24	5	✓	x	✓	
Charlwood	1223	1	1	1	N	1	Y	N	3	N	0	3	N	Y	Y	Y	N	N	Y	Y	Y	N	7	3	0	3	3	3	6	23	2	22	=6	x	✓	✓	
Mickleham	570	1	0	1	N	1	Y	Y	3	N	2	5	N	Y	Y	Y	N	N	Y	Y	Y	N	7	4	0	4	1	2	3	21	2	22	=6	✓	x	x	
Capel	1142	2	0	1	N	1	Y	N	3	N	0	3	N	Y	Y	Y	N	Y	Y	Y	Y	N	8	3	0	3	3	1	4	23	2	21	8	x	✓	x	
Beare Green	1323	2	2	1	N	1	Y	N	2	N	0	2	N	Y	Y	N	N	N	Y	Y	Y	Y	6	3	2	5	3	2	5	19	1	20	9	x	x	x	
Hookwood	804	1	1	1	Y	2	N	N	0	N	0	0	N	Y	Y	N	N	N	Y	Y	Y	N	6	3	0	3	3	3	6	23	2	19	=10	x	✓	✓	
Westcott	2142	3	4	1	N	1	Y	N	3	N	0	3	N	Y	Y	Y	N	Y	Y	Y	Y	N	8	3	0	3	2	1	3	19	1	19	=10	✓	x	✓	
Brockham	2036	2	1	1	N	1	Y	N	3	N	0	3	N	Y	Y	Y	N	Y	Y	Y	Y	N	8	3	0	3	0	1	1	22	2	18	=12	✓	x	✓	
Newdigate	1226	1	0	1	N	1	Y	N	3	N	0	3	N	Y	Y	Y	N	Y	Y	Y	Y	N	9	1	0	1	1	1	2	23	2	18	=12	x	x	x	
Abinger Hammer	283	2	1	1	N	1	N	Y	3	N	0	3	N	Y	Y	N	N	N	Y	Y	Y	N	5	2	0	2	3	1	4	25	3	18	=12	✓	x	x	
Ockley	576	3	0	1	N	1	Y	N	3	N	0	3	N	Y	Y	N	N	N	Y	Y	Y	Y	7	1	0	1	2	1	3	24	2	17	=15	x	x	x	
Betchworth	919	1	0	1	N	1	Y	N	3	N	0	3	N	Y	Y	Y	N	N	Y	Y	Y	N	7	3	0	3	0	1	1	22	2	17	=15	x	x	✓	
Woodlands Road	-	3	1	1	N	1	Y	N	2	Y	2	4	N	Y	Y	N	N	N	Y	Y	Y	Y	6	3	0	3	1	1	2	16	1	17	=15	x	x	x	
Buckland	585	2	0	1	N	1	N	N	0	N	0	0	N	N	N	Y	N	N	Y	Y	Y	N	5	3	1	4	3	1	4	22	2	16	18	x	x	x	
Abinger Common	294	0	0	0	N	0	Y	N	3	N	0	3	N	N	Y	Y	N	N	Y	Y	Y	N	6	2	0	2	0	1	1	25	3	15	19	✓	x	x	
Westhumble	638	0	0	0	N	0	N	N	0	N	0	0	N	Y	N	Y	N	N	N	Y	N	N	3	4	3	7	0	2	2	21	2	14	=20	✓	x	x	
Wallswood	336	0	0	0	N	0	N	N	0	N	0	0	N	Y	Y	Y	N	N	Y	Y	Y	N	6	1	0	1	3	1	4	27	3	14	=20	x	x	x	
Leigh	856	0	0	0	N	0	Y	Y	2	N	0	2	N	Y	Y	Y	N	N	Y	N	Y	N	5	1	0	1	1	1	2	23	2	12	=22	x	x	✓	
Headley	673	1	0	1	N	1	N	N	0	N	0	0	N	Y	Y	Y	N	N	Y	Y	Y	N	6	2	0	2	0	1	1	21	2	12	=22	x	x	x	
Wotton	275	0	0	0	N	0	N	N	0	N	0	0	N	Y	Y	Y	N	N	N	N	Y	N	4	3	0	3	1	1	2	25	3	12	=22	✓	x	x	
Boxhill	1449	2	2	1	N	1	N	N	0	N	0	0	N	Y	Y	Y	N	N	N	N	Y	Y	5	2	0	2	0	1	1	21	2	11	25	✓	x	x	
Strood Green	760	0	0	0	N	0	N	N	0	N	0	0	N	Y	N	N	N	Y	N	N	N	N	3	3	0	3	1	1	2	22	2	10	=26	x	x	x	
Coldharbour	259	0	0	0	N	0	N	N	0	N	0	0	N	Y	Y	Y	N	N	Y	N	Y	N	5	1	0	1	0	1	1	25	3	10	=26	✓	x	x	
South Holmwood	850	0	3	0	N	0	N	N	0	N	0	0	N	Y	Y	Y	N	Y	Y	N	N	N	5	3	0	3	0	1	1	16	1	10	=26	✓	x	x	
Forest Green	326	0	0	0	N	0	N	N	0	N	0	0	N	N	N	Y	N	N	N	Y	Y	N	3	1	0	1	0	1	1	25	3	8	29	x	x	x	
Mild Holmwood	313	0	0	0	N	0	N	N	0	N	0	0	N	N	N	N	N	N	N	N	Y	N	1	3	0	3	0	1	1	16	1	6	=30	✓	x	x	
Oakwoodhill	327	0	0	0	N	0	N	N	0	N	0	0	N	N	N	N	N	N	N	N	Y	N	1	1	0	1	0	1	1	27	3	6	=30	x	x	x	

* Post Office scheduled to close

Mole Valley Local Development Framework
Settlement Hierarchy

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5. THE RANKING OF SETTLEMENTS WITHIN MOLE VALLEY AGAINST THE SUSTAINABILITY INDICATORS

5.1. An Overview of the Ranking of Settlements

- 5.1.1 The preceding section of this paper assessed the settlements within Mole Valley against the economic, social and environmental sustainability indicators.
- 5.1.2 This section of the paper pulls all the information together to give an overview of each settlement within the Mole Valley District and suggests a Settlement Hierarchy.
- 5.1.3 It is emphasised that whilst the Settlement Hierarchy will indicate the most sustainable locations for development, it does not follow that levels of development will be equal amongst settlements at each level within the hierarchy. Levels of development will be dependent on strategic policy direction and suitable sites being available for development.
- 5.1.4 However, the hierarchy does help to guide the search for sites when specific allocations and applications for development are considered.

5.2 The Categorisation of Settlements within Mole Valley

- 5.2.1 From Table 2 on page 49 it can be seen that there are significant differences between the settlements within Mole Valley and how appropriate they are in terms of the sustainability indicators to accommodate new development.
- 5.2.2 As well as considering the sustainability indicators, each settlements size and form has been taken into consideration.

5.3 *Dorking (including North Holmwood) and Leatherhead*

- 5.3.1 Both Dorking (including North Holmwood) and Leatherhead are considered to be the most sustainable settlements within Mole Valley as they provide the greatest number and range of community services and facilities to meet the needs of the local community.
- 5.3.2 Dorking and Leatherhead both provide:
- a range of comparison and convenience retail facilities;
 - educational facilities at a primary and secondary level;
 - all 'other community services and facilities' that were assessed;
 - employment opportunities; and
 - good public transport services via rail and bus.
- 5.3.3 It is also evident that both Dorking and Leatherhead support and service their rural hinterland.
- 5.3.4 In terms of the environmental sustainability, Dorking is not restricted by any of the indicators assessed which would prevent development within the built-up area boundary. Development outside of the boundary is however, in some parts restricted by the AONB.

- 5.3.5 Whilst in Leatherhead there are some areas which are liable to flood, there are plenty of redevelopment opportunities within the existing built-up area boundary. Expansion beyond the settlement boundary is however, restricted by the M25 to the north and east.
- 5.3.6 Both Dorking and Leatherhead are compact settlements of some size and therefore offer opportunity to accommodate development.
- 5.3.7 With regard to the Mole Valley Settlement Hierarchy it is considered appropriate to identify Dorking and Leatherhead at the top of the hierarchy in terms of where development should be located.

5.4 *Ashtead, Bookham and Fetcham*

- 5.4.1 Of the remaining settlements which were assessed, it is considered that only Ashtead, Bookham and Fetcham have:
- key community facilities/ services to support local residents;
 - access from these settlements to higher order centres such as Dorking, Leatherhead, Epsom and Guildford is of a 'good' standard; and
 - development is not heavily constrained by the environmental sustainability indicators which have been assessed.
- 5.4.2 As with Leatherhead there are some areas within Ashtead, Bookham and Fetcham which are liable to flood. However, there are still plenty of redevelopment opportunities within the existing built-up area boundary.
- 5.4.3 With regard to the Mole Valley Settlement Hierarchy it is considered appropriate to identify Ashtead, Bookham and Fetcham just below Dorking and Leatherhead in the hierarchy.

5.5 *Rural Villages and Other Rural Communities*

- 5.5.1 Within the existing Local Plan all of the remaining settlements which have not already been categorised are considered as rural villages or hamlets/ ribbon developments. However, it can be seen from Table 2 on page 49 that there are differences between these rural settlements in terms of the economic, social and environmental sustainability indicators.
- 5.5.2 The size and form of the rural settlements are also of significant importance as some rural villages are clearly larger and more compact, extending beyond the road frontages and therefore allow for some level of further development without harming the character or the openness of the surrounding countryside.
- 5.5.3 When categorising the remaining settlement it is therefore considered appropriate to separate the rural villages into a further three categories.

5.6 *Beare Green, Brockham, Capel, Charlwood, Hookwood and Westcott*

- 5.6.1 All of these villages offer retail facilities which meet the day to day needs of local residents. With the exception of Hookwood all of the other settlements have a primary school. There is however, a primary school within Horley which is approximately 1 mile from Hookwood.
- 5.6.1 These settlements also have access to a number of other community services and facilities including a mobile library, community hall, children's play area, park/ amenity open space and public house. These settlements also tend to have a doctor's surgery and a post office.
- 5.6.2 All of the settlements have what is considered to be a 'reasonable bus service'. In general these settlements are served by a bus service which:
- goes to a higher order centre,
 - runs from Monday – Friday, with a limited service on Saturday,
 - runs before 7.30am and after 6.30pm (mon-fri),
 - takes under 20 mins to at least one higher order centre, but not more than 30 mins to the other, and
 - has between 20 and 29 buses passing through a day.
- 5.6.3 All of the settlements provide some local employment opportunities.
- 5.6.4 In terms of the environmental sustainability indicators both Capel and Charlwood have areas which are affected by noise from Gatwick. However, these do not significantly limit the amount of development that can take place within the defined boundaries of the villages but effects expansion outside of the defined settlement boundary into these areas.
- 5.6.5 Parts of Brockham, Capel, Charlwood, Hookwood and Westcott are within areas which are liable to flood. However, similar to other settlements this does not entirely rule out opportunities for development.
- 5.6.6 These villages tend to be larger and more compact than those not yet classified. The centres of these villages are of some size and depth extending beyond road frontages and therefore may be able to accommodate some development without harming the character and generally the openness of the surrounding countryside.
- 5.6.7 With regard to the Mole Valley Settlement Hierarchy it is considered appropriate to identify Beare Green, Brockham, Capel, Charlwood, Hookwood and Westcott, below Ashted, Fetcham and Bookham in the hierarchy.

5.7 *Betchworth, Boxhill, Leigh, Mickleham, Newdigate, Ockley, South Holmwood, Strood Green and Woodlands Road - Bookham*

- 5.7.1 The majority of these villages tend to have a local shop and primary school and have access to key facilities such as a community hall. Some of the settlements have access to other community services and facilities such as post office or doctor's surgery. However, a small number of these settlements do not have access to key facilities such as a children's play area.

- 5.7.2 With the exception of Newdigate there are only very limited employment opportunities available within these villages and in some, access to higher order centres via public tends to be more limited than from those settlements already categorised.
- 5.7.3 The exception to this is the village of Mickleham where there are a number of community services and facilities available to local residents. Mickleham also has a good bus service to both Dorking and Leatherhead. However, Mickleham along with the other settlements within this category tend to be small villages and are less compact. Fewer opportunities for development to be accommodated that does not significantly impact on the character of the area are therefore available. This is particularly the case for those villages which are surrounded by the AONB.
- 5.7.4 With regard to the Mole Valley Settlement Hierarchy it is considered appropriate to identify these villages just below Beare Green, Brockham, Capel, Charlwood, Hookwood and Westcott in the hierarchy.
- 5.8 *Abinger Hammer, Abinger Common, Buckland, Coldhabour, Forest Green, Headley, Mid Holmwood, Oakwoodhill, Walliswood and Wotton***
- 5.8.1 In general these settlements provide few community services and facilities for local resident's day to day needs. These rural communities tend to have no shop, primary school, doctors surgery or post office. Bus services also tend to be 'post buses' or limited to a few services a day and there tends to be very limited or no local employment opportunities.
- 5.8.2 The Council acknowledges that in some cases a few of the rural communities i.e. Abinger Hammer, have 'scored' quite highly in terms of the level of community services and facilities which are available. However, as with the other rural communities in this category, Abinger Hammer is a small, loose-knit scattered development with some instances of development not going beyond the road frontage.
- 5.8.3 These rural communities are therefore unlikely to be suitable for any development. Development in a village that is loose-knit or which comprises ribbons of development on one side of the road only is likely to result in greater urbanisation and is unlikely to be suitable even for infilling.
- 5.8.4 The majority of these rural communities are located within the AONB and therefore any development would impact on the important character and landscape of the surrounding countryside.
- 5.8.5 With regard to the Mole Valley Settlement Hierarchy it is considered appropriate to identify these villages at the lowest level in the hierarchy.

5.9 The Mole Valley Settlement Hierarchy

- 5.9.1 When classifying the settlements/ villages within Mole Valley the following categories have been used:
- Principal Towns;
 - Suburban Villages;
 - Larger Rural Villages;

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Settlement Hierarchy

- Small Rural Villages; and
- Other Rural Communities (hamlets/ ribbon developments).

5.9.2 The Council considers that these categories best describe the type of settlements/ villages within the District.

5.9.3 Having regard to the national, regional and county policy context, and having surveyed the level of community facilities and services available within the settlements of Mole Valley, the accessibility of these settlements to higher order centres, and the ability for these settlements to accommodate new development whilst limiting the environmental impact, the following hierarchy is proposed:

• Principal Towns:	Dorking (including North Holmwood) and Leatherhead.
• Sub-Urban Villages:	Ashted, Bookham and Fetcham.
• Larger Rural Villages:	Beare Green, Brockham, Capel, Charlwood, Hookwood and Westcott.
• Rural Villages:	Betchworth, Boxhill, Leigh, Mickleham, Newdigate, Ockley, South Holmwood, Strood Green, Westhumble and Woodlands Road, Bookham.
• Other Rural Communities (hamlets/ ribbon developments):	Abinger Hammer, Abinger Common, Buckland, Coldharbour, Forest Green, Headley, Mid Holmwood, Oakwoodhill, Walliswood and Wotton.

5.10 Direction of Development

5.10.1 The Council considers that it is most appropriate to direct development within Mole Valley towards the Principal Towns of Dorking (including North Holmwood) and Leatherhead and the Suburban Villages of Ashted, Bookham and Fetcham.

5.10.2 These locations have been assessed as the most sustainable in terms of the level of community services and facilities they have, the accessibility of these settlements to higher order centres and employment opportunities, and the ability for these settlements to accommodate new development whilst limiting the environmental impact.

5.10.3 This approach is in accordance within PPS3 and PPS7 which states that development should be diverted to developed areas and that in the countryside new development should be sensitively related to existing settlement patterns. Larger built-up areas and villages are therefore likely to have greater opportunities than smaller villages of providing for new sustainable development without harming their character or setting.

6. MONITORING AND REVIEWING THE SETTLEMENT HIERARCHY

- 6.1.1 The Annual Monitoring Report (AMR) currently monitors the number and percentage of new dwellings completed within built-up areas. The monitoring of this indicator will continue. This is to ensure that the vast majority of new dwellings and other forms of development are being located within the most sustainable locations in accordance with this paper and the broad spatial location for development adopted within the Core Strategy DPD.
- 6.1.2 The affect of the Core Strategy will be kept under review and all supporting evidence will be re-examined, including this Settlement Hierarchy Paper. In the next five year period (2008 – 2013) it may be the case that some settlements become more or less sustainable as more community facilities/ services become available to settlements or, are in fact lost or reduced.
- 6.1.3 If there are significant changes that may significantly impact on the hierarchy a review of the Core Strategy may be required.

APPENDIX A – THE PLANNING POLICY CONTEXT

Planning Policy Statement 1 ‘Delivering Sustainable Development’ (2005)

The Government’s Planning Policy Statement on Delivering Sustainable Development (PPS1) sets out its objectives for the planning system. In short, these make clear that the concept of *sustainable development* is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. PPS1 refers to the Government’s 1999 strategy (*A Better Quality of Life – A Strategy for Sustainable Development for the UK*) which sets out the following four aims for sustainable development. These are:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- the prudent use of natural resources; and
- the maintenance of high and stable levels of economic growth and employment.

Planning Policy Statement 3 ‘Housing’ (November 2006)

One of the key principles of PPS3 (Housing) is to create sustainable, inclusive, mixed communities in all areas, both urban and rural. Paragraphs 36-39 set out how suitable locations for housing development should be identified. Government policy is to ensure that housing is developed in suitable locations which offer a range of facilities with good access to jobs, key services and infrastructure (para 36).

At a local level PPS3 states that LDD’s should set out a strategy for the planned location of new housing which contributes to the achievement of sustainable development (para 38). A broad location strategy for development should contribute to cutting carbon emissions by focusing new development in locations with good public transport accessibility and/or by means other than the private car (para 38). PPS3 (para 38) also states that in developing a broad location strategy for development, consideration should be given to the need to provide housing in rural areas, not only in market towns and local service centres but also in villages in order to enhance or maintain their sustainability. This should include particularly in small rural settlements, considering the relationship between settlements so as to ensure that growth is distributed in a way that supports informal social networks and assists people to live near their work and benefit from key services (para 39).

Planning Policy Statement 7 ‘Sustainable Development in Rural Areas’ (2004)

One of the key principles of PPS7 (Sustainable Development in Rural Areas) is that new development in the countryside, away from existing settlements, or outside areas allocated for development in the development plans should be strictly controlled (para 1iv). Accessibility should be a key consideration in determining the location of all new development (para 1iii) and that good quality, carefully sited accessible development within existing towns and villages should be allowed only where it benefits the local economy/ or community (e.g. affordable housing for identified local need); maintains or enhances the local environment and does not conflict with other planning policies (para 1ii).

PPS7 states that in making provision for new development, local planning authorities should focus it in or near to local service centres (which might be a country town, a single large village or a group of villages) where employment, housing, services and other facilities can be provided close together. This would ensure that these facilities are served by public transport and provide improved opportunities for access by walking and cycling. PPS7 stipulates that these centres should be identified in the development plan as the preferred location for such development (para 3).

PPS7 also states that local planning authorities should also set out policies in their LDDs allowing for limited development in, or next to rural settlements that are not designated as local service centres, in order to meet local business and community needs and to maintain the vitality of the local community (para 4). PPS7 also encourages local authorities to support small-scale development of this nature where it provides the most sustainable option in villages that are remote from, have poor public transport links with service centres (para 4).

Planning Policy Statement 13 'Transport' (March 2001)

In order to meet the objectives of PPG13 (Transport), local planning authorities should, when preparing development plans, actively manage the pattern of urban growth and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges (para 6i). Local authorities should also seek to locate day to day facilities which need to be near their clients in local centres thus making them accessible by walking and cycling (para 6ii). PPG13 states that housing developments should be principally accommodated within existing urban areas, within increased intensity of development for both housing and other uses at locations which make them highly accessible by public transport, walking and cycling. Local authorities should recognise that this may be less achievable in some rural areas. In the selection of key sites, local authorities should seek to maximise the use of the most accessible sites, such as those in town centres and others which are located close to major transport interchanges (para 21).

In rural areas, PPG13 stipulates that local planning authorities should locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan. These should act as focal points for housing, transport and other services and encourage better transport provision in the countryside (Para 6iv). PPG13 also states that local planning authorities should make sufficient land available either within or adjoining existing villages to meet the needs of the local community. However, PPG13 also states that villages will only be suitable locations for accommodating significant additional housing where it can be demonstrated that the additional housing will support local services (para 15).

In remote locations (away from large urban areas) PPG13 states that local planning authorities should focus most development that comprises of jobs, shopping, leisure and services in or near to local service centres (which may comprise of a market town, a single large village or group of villages) thus ensuring that they are served by public transport and provides some potential access by walking and cycling. Where previously developed land is available for housing in rural areas, PPG13 states that these areas should be evaluated against paragraphs 30 and 31 of PPG13. Previously developed land is not in itself a sufficient reason for development in such locations (para 41). In order to reduce the need for long distance out commuting to jobs in urban areas, PPG13 stipulates that it is important for local planning authorities to promote adequate employment opportunities in rural areas which includes the

diversification of agricultural businesses and/ or the conversion or re-use of existing farm buildings to other business purposes, possibly in remote locations (para 43).

Due to accessibility concerns in relation to transport, PPG13 recommends that local planning authorities may need to locate larger employment uses in or near a designated local service centre. Employment uses which are regional or sub-regional in scale should be located where they accord with regional planning guidance and where they offer a realistic choice of access by a range of transport modes (para 44).

UK Government Sustainable Development Strategy (March 2005)

The strategy for sustainable development aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life for future generations. It sets out several principles, priorities and indicators intended to move the UK towards sustainable development. In terms of relevance to the settlement hierarchy the section on creating sustainable communities (Chapter 6) is most pertinent.

Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents and sensitive to their environment and contribute to a high quality of life. They are safe and inclusive, well planned, built and run and offer equality of opportunity and good services for all. The strategy states that sustainable communities should be:

- Active, inclusive and safe – fair, tolerant and cohesive with a strong local culture and other shared community activities
- Well run – with effective and inclusive participation, representation and leadership
- Environmentally sensitive – providing places for people to live that are considerate of the environment
- Well designed and built – featuring a quality built and natural environment
- Well connected – with good transport services and communication linking people to jobs, schools, health and other services
- Thriving – with a flourishing and diverse local economy
- Well served – with public, private, community and voluntary services that are appropriate to people's needs and accessible to all
- Fair for everyone – including those in other communities, now and in the future

Sustainable Communities Plan (for the South East) (February 2003)

The document states that it is part of the Government's wider drive to raise the quality of life in our communities through increasing prosperity, reducing inequalities, more employment, better public services, better health and education, tackling crime and anti-social behaviour, and much more. The document reflects the key principles

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for public service reform: rising standards, devolving and delegating decision-making, providing greater flexibility over use of resources and choice for customers.

The following are listed as key requirements of sustainable communities:

- A flourishing local economy to provide jobs and wealth;
- Strong leadership to respond positively to change;
- Effective engagement and participation by local people, groups and businesses, especially in the planning, design and long-term stewardship of their community, and an active voluntary and community sector;
- A safe and healthy local environment with well-designed public and green space;
- Sufficient size, scale and density, and the right layout to support basic amenities in the neighbourhood and minimise use of resources (including land);
- Good public transport and other transport infrastructure both within the community and linking it to urban, rural and regional centres;
- Buildings – both individually and collectively – that can meet different needs over time, and that minimise the use of resources;
- A well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes;
- Good quality local public services, including education and training opportunities, health care and community facilities, especially for leisure;
- A diverse, vibrant and creative local culture, encouraging pride in the community and cohesion within it;
- A “sense of place”;
- The right links with the wider regional, national and international community.

APPENDIX B – THE SETTLEMENT HIERARCHY RANKING & WEIGHTING

Population: the population figures are from the 2001 Census.

Shops:

- Convenience – shops selling goods such as food, newspapers and drinks which tend to be purchased regularly and for which convenience of purchase is therefore important i.e. a general store, newsagent.
- Comparison – shops selling non-food items including clothing, footwear, household goods, furniture and electrical goods which purchasers compare on the basis of price and quality before buying.

Ranking applied:

- 0 = No shops,
- 1 = 1-10 shops (must include a convenience store).
- 2 = 11-40 shops (must include a convenience store).
- 3 = 41-99 shops (must include a convenience store).
- 4 = 100+ shops (must include a convenience store).

An additional score of 1 has been given to those settlements which contain a supermarket.

The source of this information was the '*Mole Valley town, district, local and village centres study*' (November 2007).

Schools:

Ranking applied to Infant/ Primary Schools:

- 0 = no infant/ primary/ independent school.
- 1 = independent school outside of the settlement.
- 2 = infant/ primary school outside of the settlement or independent school in the settlement.
- 3 = infant/ primary school in the settlement.

Ranking applied to Secondary Schools:

- 0 = no secondary school.
- 1 = independent secondary school outside of the settlement.
- 2 = state secondary school outside of the settlement or independent secondary school in the settlement.
- 3 = state secondary school in the settlement.

The source of this information was a Mole Valley District Council leaflet which lists all primary, secondary and independent schools within the District. The Council's Geographical Information System (GIS) was then used to establish whether the educational facilities were inside or outside the settlement areas.

This indicator does not take into account the availability of school places as placements are a matter for parents and Surrey County Council and varies year on year.

Other Community Facilities:

Ranking applied:

For all of the 12 community facilities listed a ranking of '1' has been given if the facility is present. A ranking of '0' has been given if the facility is not present.

This information came from a variety of sources:

- *Libraries*

Information on the location and opening times of permanent and mobile libraries was obtained from the Surrey County Council website:

www.surreycc.gov.uk

Information on mobile library timetables was accessed from the website in September 2007. The County Council often implements a three monthly timetable therefore if accessed after September 2007 a different timetable may have been published.

- *Community/ Village Halls*

Information on the location of community/ village halls was obtained from the Mole Valley District Council website:

www.molevalley.gov.uk

This information was cross referenced with search engines such as 'upmystreet' and find 'mynearest'.

- *Churches*

Information on the location of churches was obtained from the Mole Valley District Council website:

www.molevalley.gov.uk

This information was cross referenced with search engines such as 'upmystreet' and find 'mynearest'.

- *Doctors and Dentist Surgeries*

The source of this information was a Mole Valley District Council leaflet which lists all doctors and dentist surgeries within the District.

This information was cross referenced with search engines such as 'upmystreet' and find 'mynearest'.

- *Children's Play Areas and Parks/ Amenity Open Space*

The source of this information was the Council's Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation (PPG17) Study (October 2007).

- *Public Houses/ Bars/ Inns; Restaurants/ Cafes and Takeaways; Post Offices; and Banks or Building Societies*

The source of this information was search engines such as upmystreet and find mynearest. This was cross referenced with the 'Mole Valley town, district, local and village centres study' (November 2007) where applicable.

Public Transport:

- **Bus Services**

This survey was undertaken using the Dorking, Leatherhead, Epsom & Banstead Bus and Train Guide (No. 8 & 9 combined) (July 2008). This guide is published by Surrey County Council.

Ranking applied:

Very Good Service = 5

- more than one direct route to a higher order centre,
- running Monday – Sunday,
- before 7.00am and after 7.00pm,
- under 20 mins travel time, and
- over 30 buses.

Good Service = 4

- more than one direct route to a higher order centre,
- running Monday – Friday, and a limited service on Saturday,
- before 7.00am and after 6.30pm (mon-fri),
- under 20 mins to at least one service centre, but not more than 30 mins to the other,
- between 20 and 29 buses.

Reasonable Service = 3

- one direct route to a higher order centre,
- running Monday – Friday, and a limited service on Saturday,
- before 7.30am and after 6.30pm (mon-fri),
- under 20 mins to at least one service centre, but not more than 30 mins to the other,
- between 20 and 29 buses.

Limited = 2

- one direct route to a higher order centre under 30 mins,
- running Monday – Friday, and a limited service on Saturday,

Mole Valley Local Development Framework
Settlement Hierarchy

- before 7.30am and after 5.00pm (mon-fri),
- under 20 buses.

Limited Service = 1

- one direct route to a higher order centre under 30 mins,
- not running all days of the week (mon-fri),
- limited availability (under 10 services a day),
- late pick up times i.e. after 9.00am.
- often a 'post bus'.

Higher order centres are considered to be Dorking, Epsom, Guildford, Horsham, Kingston, Leatherhead and Redhill.

- ***Train Stations***

This survey was undertaken using the Dorking, Leatherhead, Epsom & Banstead Bus and Train Guide (No. 8 & 9 combined) (July 2008). This guide is published by Surrey County Council.

Within the District there are 10 train stations. It should be noted however, that some stations are some distance outside of the rural village centres. In these instances a score of '0' has been given as they do not add to the settlements sustainability.

Ranking applied:

Very Good = 5

- running Monday – Sunday.
- before 7.00am and after 11pm.
- between 30 and 45 mins travel time.
- under 15 minutes between each train.
- over 100 trains.

Good = 4

- running Monday – Sunday
- before 7.00am and after 11pm
- between 40 mins and 1hr travel time.
- 30 mins to 1hr between each train.
- under 40 trains.

Reasonable = 3

- running Monday – Sunday.
- before 7.00am and after 11pm.
- approximately 20 mins travel time.
- 1hr between each train.
- under 30 trains.

Mole Valley Local Development Framework
Settlement Hierarchy

Limited = 2

- running Monday – Sunday
- before 7.30am and after 11pm.
- between 45 mins and 1hr travel time.
- 50 mins to 1hr between each train.
- under 20 trains.

Very Limited = 1

- running Monday – Saturday
- between 7.00am and 7.30pm.
- 1hr travel time.
- 1hr between each train.
- under 20 trains.

No service = 0 (includes those stations which are too far from the settlement to add to the sustainability i.e. Ockley).

Employment:

- *Local Employment*

Ranking applied to local employment:

- 4 = At least one company employing over 100 staff and more than 10 industrial units, either on a single estate or a combination of estates, within the settlement.
- 3 = At least one company employing over 50 staff and more than 10 industrial units, either on a single estate or a combination of estates, within the settlement.
- 2 = More than 10 industrial units, either on a single estate or a combination of estates, within the settlement.
- 1 = Less than 10 industrial units, either on a single estate or a combination of estates, within the settlement.
- 0 = No employment opportunities (commercial or industrial) within the settlement.

The source of this information was a list of Major Employers and Firms on Industrial Estates in Mole Valley dated March 2007, which had been produced by the Planning Policy Team at Mole Valley District Council.

- *The Employment Market*

Ranking applied to local employment market:

- 5 = a settlement which attracts more than 5001 employees.
- 4 = a settlement which attracts between 1501 and 5000 employees.
- 3 = a settlement which attracts between 501 and 1500 employees.
- 2 = a settlement which attracts between 201 and 500 employees.
- 1 = a settlement which attracts less than 200 employees.

The source of this information was the 2001 Census Special Workplace Statistics.

Mole Valley Local Development Framework
Settlement Hierarchy

- Travel to Work Patterns

Ranking applied to travel to work patterns:

3 = between 25% and 30% of people both live and work within the settlement/ ward.

2 = between 20% and 24% of people both live and work within the settlement/ ward.

1 = between 15% and 19% of people both live and work within the settlement/ ward.

0 = less than 15% of people both live and work within the settlement/ ward.

The source of this information was the 2001 Census Special Workplace Statistics

APPENDIX C – ENVIRONMENTAL DESIGNATIONS AND THEIR IMPACT ON FUTURE DEVELOPMENT

In order to assess the sustainability of each settlement in terms of the effective protection of the environment a number of environmental designations have been examined. How these indicators affect the level of development which could be accommodated within each settlement is set out below.

Areas of Outstanding Natural Beauty

Extensive areas of the District lie within the Surrey Hills Area of Outstanding Natural Beauty (AONB), designated by Natural England in view of their nationally important landscape. They include the chalk hills and largely beech woods of the North Downs together with the undulating wooded greensand ridge around Leith Hill, which extend across the District from Abinger in the west to Buckland in the east.

There are several small villages and hamlets in the AONB but generally it is a relatively sparsely populated and undeveloped area, which is dominated by open countryside and extensive attractive views, punctuated by woodlands and hedgerows.

In considering development proposals in the AONB, the Council has particular regard to the landscape character of the locality as described in the Landscape Profiles in Appendix 1 of the Local Plan to ensure that the development would not prejudice the special landscape quality of the area. This approach is in accordance with PPS7.

The landscape qualities of these areas and their relative quiet and peacefulness justify extra vigilance in considering development proposals. Their status justifies a strict degree of control and the highest standards of design to ensure the development contributes to or integrates with the established character in terms of siting, scale, design, choice of external materials and colour.

9,408 hectares (36.4%) of the District is within the AONB.

Development and Noise

Aircraft noise is one of the most disturbing sources of noise experienced in Mole Valley. The southern part of the District is affected by the noise of aircraft flying into and out of Gatwick Airport. Established planning policies have sought to restrict the amount of new housing in these areas to avoid adding to the number of people affected by aircraft noise. Strict control over new housing in areas affected by aircraft noise still needs to be maintained.

As set out in PPG24, local planning authorities should consider imposing conditions to ensure an adequate level of protection against noise is made for noise sensitive development which fall into areas within Noise Category C (57-60 LAeq,T). PPG24 continues to state that planning permission should not normally be granted for noise sensitive development within areas which fall into Noise Category B (60-66 LAeq,T) unless there are no alternative quieter sites available.

Flood Protection

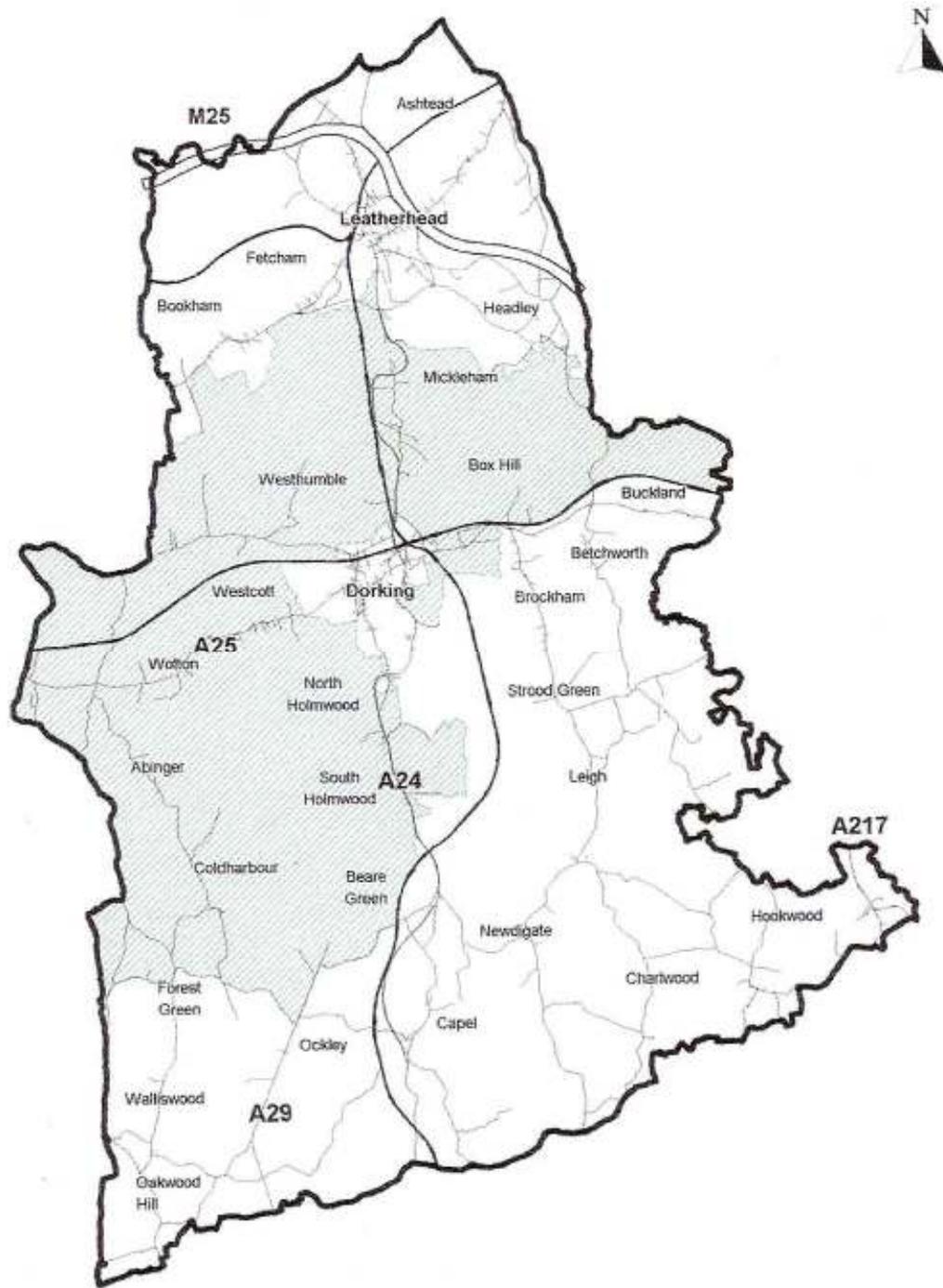
Dorking, Leatherhead and many of the rural settlements within the District stand adjacent to the River Mole or its tributaries. The catchment of the River Mole covers all of Mole Valley District with the exception of a narrow sliver in the North East of the District (draining into the Hogsmill) and the very South West of the District (draining into the Wey and Arun).

Future development within areas liable to flood (Flood Zone 2 & 3) will not be granted planning permission where it would exacerbate or increase any risk of flooding. Any proposed flood protection measures should not damage the environmental characteristics of the area.

The potential flooding events are shown in the Council's Strategic Flood Risk Assessment (SFRA) (October 2008). Flooding maps are also available to view on the Environment Agencies website.

APPENDIX D: ENVIRONMENTAL DESIGNATIONS WITHIN MOLE VALLEY

AREA OF OUTSTANDING NATURAL BEAUTY



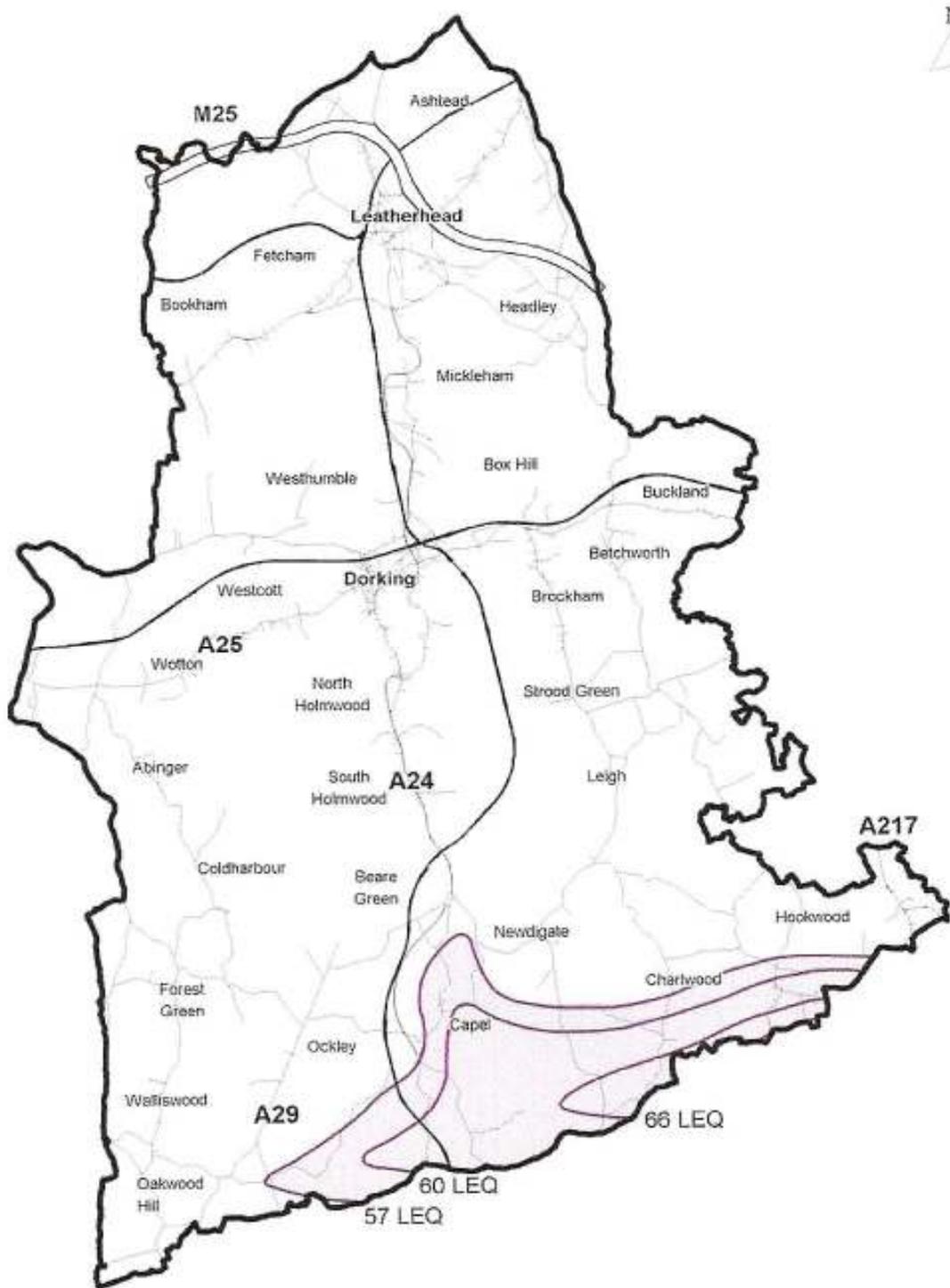
Mole Valley District Council
Fippsbrook
Dorking
Surrey
RH4 1SJ
Telephone: 01300 585001
Website: www.mole-valley.gov.uk

scale 1:150,000 Date May 2005 User: M Goodworth Dept: Planning

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MOLE VALLEY DISTRICT: GATWICK AIRPORT NOISE CONTOURS



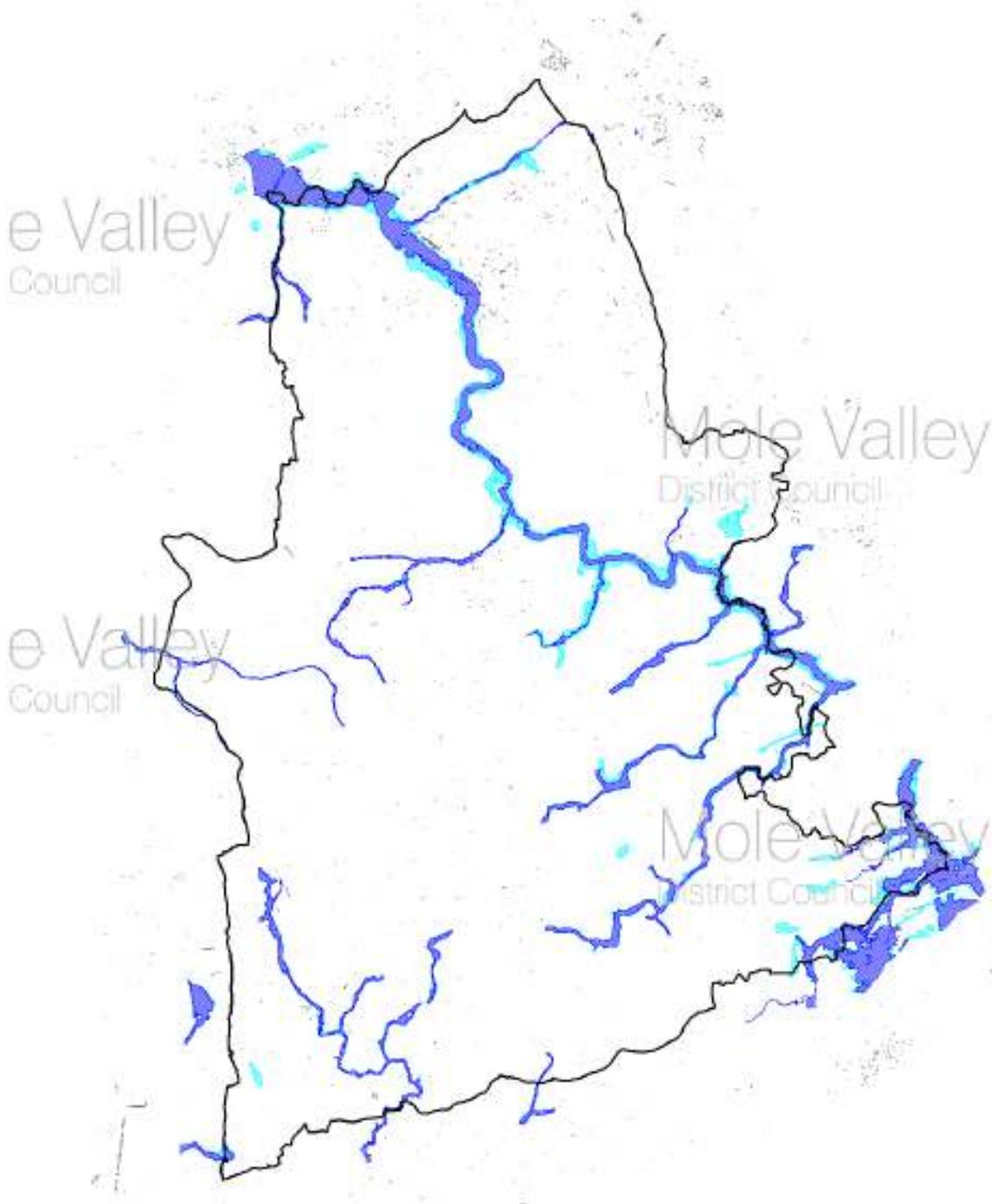
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MOLE VALLEY DISTRICT: FLOOD ZONES 2 AND 3



	Scale 1/150000	User:	Centre = 516604 E 149982 N	Mole Valley District Council Piggbrook Reigate Road Dorking Surrey RH4 1SJ
	Date 9/9/2008	Dept: Planning		
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APPENDIX E – DESIGNATIONS WITHIN EACH SETTLEMENT

ABINGER HAMMER

Within the Local Plan 2000 the settlement of Abinger Hammer is washed over by the Green Belt and by the Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV).

Abinger Hammer is situated in the Wealden Greensand – Pippbrook and Tillingbourne Landscape Character which is characterised by mixed agricultural areas interspersed with woodland.

The Conservation Area of Abinger Hammer is a linear collection of buildings lying along the A25. The south side of the A25 is dominated by the open spaces of the village green and cricket ground. The north side of the Conservation Area contains a linear arrangement of mainly domestic properties along the main road, and a tight-knit cluster of buildings at the junction with Hackhurst Lane.

Within the settlement area of Abinger Hammer is an Area of Archaeological Potential. This area is located east of Felday Road at the junction with Guildford Road (A25).

Within Abinger Hammer there are a number of Listed Buildings including Buildings 1 and 2 Marsh View and Laurel Cottage which are Grade II 17th century buildings. The majority of Listed Buildings within Abinger Hammer are Grade II Listed.

ABINGER COMMON

Within the Local Plan 2000 the settlement of Abinger Common is washed over by the Green Belt and by the Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV).

Abinger Common is situated in the Wealden Greensand – Leith Hill Greensand Landscape Character which is characterised by large areas of rugged, wooded hills and which is relatively unspoilt and has a quality of remoteness.

Within Abinger Common is an area of archaeological potential. This area is located west of St. James Church. Also within this area is a Scheduled Ancient Monument.

Within Abinger Common there are a number of Listed Buildings. The majority of Listed Buildings fall within a small cluster around St. James' Church and include the War Memorial, Evelyn Hall and the Church Green. The majority of Listed Buildings within Abinger Common are Grade II Listed.

ASHTEAD

Ashtead is set within the Thames Basin Lowlands - Esher and Epsom Landscape Character Area which stretches between Bookham and Ashtead, excluding the valley of the River Mole. Much of the area is built-up but there are tracts of open undulating countryside and extensive wooded areas including Bookham Common and Ashtead Common. The gentle dip slope of the North Downs to the south of Bookham and Ashtead provides a broad undulating farming landscape composed of a patchwork of fields and occasional irregular blocks of woodland. Although close to the built-up areas, this area retains much of its rural agricultural landscape

character. It provides a transition between the densely wooded landscape on top of the North Downs and the built-up areas.

Immediately to the north of the built up area of Ashtead is Ashtead Common a Site of Special Scientific Interest. Much of this is also designated a National Nature Reserve. The area has been designated for its London Clay terrain with habitats for breeding birds and invertebrates.

There are three Sites of Nature Conservation Importance (SNCI) adjoining the built area of Ashtead. To the north are two SNCI's which are divided by the railway. To the north is the Woodfield area which is important for species rich acid grassland. The SNCI to the south of the railway is protected due to its good range of vascular plants. East of Ashtead is Ashtead Park which is protected for its mix of habitats, secondary woodlands, grassland and ponds. It is also designated a Local Nature Reserve.

Within Ashtead there are three Conservation Areas:

- Part of Woodfield Lane comprising a number of Edwardian properties.
- An enclave of Dene Road comprising domestic properties.
- The house and garden of Ashtead House and immediate properties.

The Woodfield Lane Conservation Area is a line of 14 Edwardian properties set in mature gardens. The special character of the area is provided by the large, varied and attractively detailed Edwardian properties and the large mature gardens in which they are set.

The Dene Road Conservation Area consists of a small enclave of pleasing domestic properties surrounded by a modern estate. A key feature of the Conservation Area is the tight, narrow streets, reinforced by strong garden boundaries, particularly the brick walls.

The Ashtead House Conservation Area consists of the house and garden of Ashtead House and the 18th century Headmaster's House and adjacent Lodge.

There are six areas designated as Strategic Open Space in the Built-Up Areas in Ashtead and include sports and recreation grounds (Ashtead Recreation Ground and Ashtead Cricket Ground), school playing fields (at Parsons Mead, Greville Primary and West Ashtead schools) and allotments (south of Leatherhead Road).

Within Ashtead there are four Residential Areas of Special Character identified in the Local Plan (Policy ENV17) at The Warren, Park Lane, Rookery Hill and Highfields and which have been designated as having distinctive and cohesive characters.

Located east of the main built-up area of Ashtead is the Historic Park and Garden – Ashtead Park which is a Grade II registered garden.

Outside of the main built-up area of Ashtead there is one County Sites of Archaeological Importance and three Scheduled Ancient Monuments. One Ancient Scheduled Monument is located near to St. Giles Church east of Ashtead. The other two (a roman villa and a camp) are situated within Ashtead Common. Also within Ashtead Common is a County Site of Archaeological Importance which is a Romano-British clay pit.

There are more than 40 Listed Buildings in Ashtead including three Grade II* (Ashtead Park House, Ashtead Park Farm House and St Giles Church). The majority of Listed Buildings are located around Ashtead Park and along Rectory Lane.

The Rye Brook on the northern edge of the built up area of Ashtead is liable to flooding (1 in 100 year event) and affects some properties to the north of the railway line. The Woodfield open space and properties immediately to the west are within the 1 in 1000 year flood zone. There is some limited evidence of surface water flooding.

BEARE GREEN

Within the Local Plan 2000 part of the settlement of Beare is allocated as 'Inset from the Green Belt', where limited infilling development is permitted. The main settlement of Beare Green is however, surrounded by Green Belt countryside.

Beare Green is situated in the Low Weald – Wooded Weald Landscape Character Area which is characterised by large wooded areas and clearings.

BETCHWORTH

Within the Local Plan 2000 part of the settlement of Betchworth is allocated as 'Inset from the Green Belt', where limited infilling development is permitted. The main settlement of Betchworth is however, surrounded by Green Belt countryside.

Betchworth is situated in the Wealden Greensand – Holmesdale Landscape Character Area which is characterised by extensive parkland and numerous fields of trees.

The southern extent of Betchworth which is inset from the Green Belt is with a Conservation Area. The Conservation Area contains an irregular scattering of mainly domestic buildings strung along The Street. The Conservation Area is bounded on the southern and eastern sides by belts of mature woodland, which give a sense of enclosure and provide an attractive backdrop to buildings.

The southern extent of Betchworth around The Wealden Garden, The Street and Church Street is within a Site of Archaeological Potential.

Within the area of Betchworth which is inset from the Green Belt there are a number of Listed Buildings. The majority are located within the northern extent of Betchworth along Old Road and in the southern extent of Betchworth along The Street and Church Street. The majority of Listed Buildings are Grade II Listed however; within Betchworth is the Grade I Listed Church of St. Michael.

Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow south east to north west through the settlements and surrounding area. As a result Flood Zone 2 particularly affects some properties within the village. These tend to be located in the southern extent of the settlement near to St. Michael's Church where development opportunities are limited and those areas which fall outside of the area allocated from limited development within the Local Plan.

BOOKHAM

Bookham is set within the Thames Basin Lowlands - Esher and Epsom Landscape Character Area which stretches between Bookham and Ashtead, excluding the valley of the River Mole. Much of the area is built-up but there are tracts of open undulating countryside and extensive wooded areas including Bookham Common and Ashtead Common. The gentle dip slope of the North Downs to the south of Bookham and Ashtead provides a broad undulating farming

landscape composed of a patchwork of fields and occasional irregular blocks of woodland. Although close to the built-up areas, this area retains much of its rural agricultural landscape character. It provides a transition between the densely wooded landscape on top of the North Downs and the built-up areas.

The Surrey Hills Area of Outstanding Natural Beauty physically abuts the southern boundary of Bookham except for a small area to the south of the residential area in the vicinity of Howard Road. However, all of the countryside to the south of Bookham is designated as being part of the Area of Great Landscape Value. These extents are shown on the Local Plan Proposals Map.

Immediately to the north of the built up area of Bookham is a Site of Special Scientific Interest. The area has been designated for its London Clay terrain supporting a diversity of bird and invertebrate populations.

Great Bookham Conservation Area comprises residential and commercial properties in Church Road, High Street, Lower Road and East Street. The character is largely created by the variable building line, the prominent position of the parish church and the small scale nature of the local buildings. Local Building materials include flint, red brick and clay roofing. Little Bookham Conservation Area comprises two main groups of buildings at Manor Farm and at Preston Cross.

There are four Strategic Open Spaces in Bookham and comprise Christie Recreation Ground, Eastwick Road Allotments and open space at Southey Court and White Way.

There is one extensive Residential Area of Special Character comprising The Park, Park View and Meadowside to the north of Bookham village centre. The character is one of properties in large curtilages and wide roadside verges.

There are about 60 listed buildings in Great and Little Bookham. This includes St Nicolas Church which is Grade I. The majority of Listed Buildings are located along the High Street, Church Road and Little Bookham Road.

Only a very small part of Bookham is identified by the Environment Agency as being in an area liable to flooding (1 in 1000). This area is to the west of Bookham station along the northern part of Little Bookham Street. There is only limited evidence of surface water flooding.

BOXHILL

Within the Local Plan 2000 part of the settlement of Boxhill is allocated as 'Inset from the Green Belt', where limited infilling development is permitted. The main settlement of Boxhill is however, surrounded by Green Belt countryside and washed over by the Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV).

Boxhill is located within the North Downs – Woldingham, Chaldon and Boxhill landscape character area which are characterised by a series of steep U-shaped valleys and areas of flat open plateau.

Boxhill is surrounded by the Mole Gap to Reigate Escarpment Site of Special Scientific Interest (SSSI). To the eastern boundary of Boxhill which is inset from the Green Belt is the Mole Gap to Reigate Escarpment Special Area of Conservation.

Located just over 100m south of Boxhill is an Ancient Monument and area of High Archaeological Potential.

BROCKHAM

Within the Local Plan 2000 the settlement of Brockham is allocated as 'Inset from the Green Belt' where limited development and infilling development is permitted. Brockham is however, surrounded by the Green Belt countryside with the north part of Brockham adjacent to the Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV) on its western boundary.

Brockham is located within the Wealden Greensand – Holmesdale Landscape Character Area which is characterised by open park land and woodland belts.

Covering a section of Brockham is a Conservation Area. The Conservation Area covers a small section (Little Borough) of the northern part of Brockham and extends southwards towards Warrenne Road. The dominant feature of the Conservation area is the large village green which provides a picturesque setting to houses in the heart of the settlement. The setting of the Conservation is enhanced considerably by belts of woodland which penetrate into the built-up area of the village. Equally important are the belts of trees which run from the Borough Bridge down behind properties fronting the west side of the Green, flanking Tanner's Hill.

Within the main settlement area of Brockham there are a number of Listed Buildings which are all Grade II Listed. The majority are located within the southern part of Brockham around the village green and along Middle Street and include The Church, North View, Vine Cottage and Birch Cottage. Within the northern part of Brockham there is a small cluster of Listed Buildings along The Borough.

Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow between the north and south parts of Brockham and the surrounding areas. As a result flood zone 2 particularly affects some properties within the village. These tend to be located in the southern part of the settlement near to Tanners Hill.

BUCKLAND

Within the Local Plan 2000 the settlement of Buckland is washed over by the Green Belt. Following the A25 those properties to the north are also washed over by the Area of Great Landscape Value (AGLV).

Buckland is situated in the Wealden Greensand – Holmesdale Landscape Character which is characterised by open parkland and farmland.

At the centre of Buckland is a Conservation Area. The Conservation Area is divided by the busy A25. The northern part of the Conservation Area is characterised by the village green, pond and war memorial and the informal arrangement of traditional buildings. To the south of the A25 are the parish church and the adjacent terrace of buildings which include the Post Office and village stores.

Within Buckland there are a number of Listed Buildings which are all Grade II Listed. There is a small cluster of Listed Buildings along Rectory Lane which include The Towered Barn and Street Farm House.

CAPEL

Within the Local Plan 2000 the settlement of Capel is allocated as 'Inset from the Green Belt' where limited infilling development is permitted. The main settlement of Capel is however, surrounded by Green Belt countryside and to the south Countryside beyond the Green Belt.

Capel is situated in the Low Weald – Wooded Weald Landscape Character Area.

Part of Capel is within a Conservation Area. The Conservation Area has a long linear form fronting The Street and contains an eastern spur along Vicarage Lane. The Conservation Areas snakes along The Street widening in the centre of the village.

Within Capel there are a number of Listed Buildings. The majority are Grade II Listed and are located along The Street, Rusper Road and Temple Lane. Two Grade II* Listed Buildings are located in Capel. These are Taylor, Rusper Road and Bonnetts, Horsham Road.

Part of Capel is affected by aircraft noise from Gatwick Airport. Part of Capel falls within Noise Category C (57-60 LAeq,T) as set out in PPG24. Other parts of Capel fall within Noise Category B (60-66 LAeq,T).

CHARLWOOD

Within the Local Plan 2000 part of the settlement of Charlwood is allocated as 'Inset from the Green Belt' where limited infilling and development is permitted. The main settlement of Charlwood is however, surrounded by Green Belt countryside.

Charlwood is situated in the Low Weald - Open Weald Landscape Character which is characterised by more open and agricultural land than the wooded Weald to the west.

Part of Charlwood is in a Conservation Area. The Conservation Area is a large area covering the historic core of the village and peripheral medieval buildings which are to in the western part of the settlement.

Within the area of Charlwood which is inset from the Green Belt there are a number of Listed Buildings which are scattered throughout the village. The majority of Listed Buildings in Charlwood are Grade II Listed, there are also a few Grade II* Listed Buildings. Just outside the area of Charlwood where infilling and limited development is permitted is the Grade I Listed Church of St. Nicholas.

On the outskirts of Charlwood within the area which is inset from the Green Belt is an area of Sites of Archaeological Potential. The area is located near to the stretch of The Street which heads up towards Rectory Lane.

Information from the Strategic Flood Risk Assessment (SFRA) identifies that the due to the naturally less contained nature of many of the tributaries of the River Mole in this area Flood Zone 2 some residential properties and roads are at risk from flooding.

COLDHABOUR

Within the Local Plan 2000 the settlement of Coldhabour is washed over by the Green Belt and by the Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV).

Coldhabour is situated in the Wealden Greensand – Leith Hill Greensand Landscape Character which is characterised by large areas of rugged, wooded hills and which is relatively unspoilt and has a quality of remoteness.

Within Coldhabour there is an Area of Archaeological Potential. This area is located east of the properties along the northern extent of Abinger Road. Also within this area is a Scheduled Ancient Monument – Anstiebury Hillfort.

Within Coldhabour are a few Listed Buildings. These include the Christ Church and 1 and 2 Mosses Wood Cottages.

DORKING

Dorking (including North Holmwood) is set amongst a number of landscape character areas which have shaped the development of the town. The North Downs is a prominent landscape feature visible over wide areas of Surrey including Dorking. Much of the scarp is wooded especially the top parts where the woodland on the dip slope extends over the top of the Downs and onto the scarp. The lower slopes are more open but are being colonised by scrub. Where the downland is open, species rich grassland exists.

Within Dorking there are some small residential areas which are designated as either Areas of Outstanding Natural Beauty (AONB) or Areas of Great Landscape Value (AGLV) and AONB.

The residential areas near to the fire station and school along Spook Hill, North Holmwood; South Drive, Dorking; and Highacre, Dorking are all within AONB. The residential area of Deepdene Wood which is identified as a special character area is within an AONB and AGLV.

Located west of the A25 and north of North Holmwood, is the Glory Wood Site of Nature Conservation Importance (SNCI). This site has been identified as a SNCI due to the nature conservation value of the ancient semi-natural woodland and the variety of habitats in the area. Located within the Glory Wood SNCI is a Scheduled Ancient Monument (round barrow).

The Holmwood Park SNCI is also located within the wider Dorking area of North Holmwood. Owned by the Woodland Trust, this site has been identified as a SNCI due to the nature conservation value of the marshy grassland.

The character of the Dorking Conservation Area is created by the mix of small shops and businesses in the High Street, West Street and South Street and the 19th century residential development adjacent to the commercial core.

The hierarchy of streets in the Conservation Area is marked by a combination of scale and uses. Taller and more elaborate facades are generally a feature of the High Street, while the narrower residential streets on the edge of the Conservation Area are more modest in scale and architecture. Within the Conservation Area there are areas of contrasting townscape as identified below:

- High Street, South Street, West Street and Junction Road;
- Church Street, North Street and the Streets North of High Street and West Street;
- Howard Road, Arundel Road, Mount Street and Vincent Lane Area;
- Rose Hill and Cotmandene; and

- Wathen Road

Within Dorking and North Holmwood there is a number of Strategic Open Spaces within the Built-Up Area. These include the recreation ground at Meadow Bank, Dorking Cemetery, and land outside the Council Offices, Pippbrook.

Within Dorking there are two Residential Areas of Special Character which have been identified in the Local Plan 2000. These areas of the District are long established low density residential areas whose special character and appearance make a significant contribution to the urban fabric. These two areas are Chichester Road/ Calvert Road/ Keppel Road and Deepdene Wood.

East of the A25 and west of the Deepdene Wood Residential Area of Special Character is the Grade II Historic Park and Garden known as the Deepdene.

The centre of Dorking has been identified as a County Site of Archaeological Importance. The site roughly covers those properties along the High Street, South Street and West Street. There are also a few smaller County Sites of Archaeological Importance located along Deepdene Park Road and Deepdene Wood.

Within Dorking and North Holmwood there are over 300 Listed Buildings. Large clusters of Listed Buildings are located within the centre of Dorking along the High Street, South Street and West Street. The majority of Listed Buildings are Grade II. There are however, some Grade II* Listed Buildings in the area including the Church of Saint Martin, Church Street.

FETCHAM

Fetcham is set within the Thames Basin Lowlands - Esher and Epsom Landscape Character Area which stretches between Bookham and Ashted, excluding the valley of the River Mole. Much of the area is built-up but there are tracts of open undulating countryside and extensive wooded areas including Bookham Common and Ashted Common. The gentle dip slope of the North Downs to the south of Bookham and Ashted provides a broad undulating farming landscape composed of a patchwork of fields and occasional irregular blocks of woodland. Although close to the built-up areas, this area retains much of its rural agricultural landscape character. It provides a transition between the densely wooded landscape on top of the North Downs and the built-up areas.

The southern boundary of Fetcham along the Guildford Road physically abuts open countryside much of which is designated as being within the Surrey Hills Area of Outstanding Natural Beauty. All of the countryside to the south of Fetcham is designated as being part of the Area of Great Landscape Value. These extents are shown on the Local Plan Proposals Map.

Adjoining the built-up area of Fetcham south of the Guildford Road/ Hawks Hill is a Site of Nature Conservation Importance (SNCI). The site known as Bocketts Lane is protected due to its good chalk grassland.

The southern part of The Street and parts of Bell Lane and School Lane are a Conservation Area. The northern part is more residential in character whilst the southern part is more open including the grounds to Fetcham Park House.

There are three Strategic Open Spaces in Fetcham and comprise two recreation grounds and the ponds at Eastwick Drive.

There is one extensive Residential Area of Special Character designated in the Local Plan comprising The Mount, Hawk's Hill and The Ridgeway to the south of Fetcham village centre. The character is one of large properties in extensive curtilages with mature trees. Along the eastern part of Lower Road on the southern site the Council have identified an area of similar character. However, this was not designated in the Local Plan.

There is approximately 20 Listed Buildings in Fetcham three of which are Grade II*. These include Fetcham Park House and St Mary's Church. The Listed Buildings are scattered around Fetcham however, there are some small clusters around The Street and Bell Lane.

The north eastern part of Fetcham including parts of Cannon Way and Cannon Grove were flooded in 1968 are shown in the Strategic Flood Risk Assessment as being within the 1 in 1000 year event zone. As with the other built-up areas there is some evidence of localised surface water flooding.

FOREST GREEN

The settlement of Forest Green is located within the Countryside beyond the Green Belt and is washed over by the Area of Great Landscape Value (AGLV). Forest Green adjoins the Green Belt on its northern boundary.

Forest Green lies within the Low Weald – Wooded Weald Landscape Character Area which is characterised by large areas of woodland.

The Conservation Area of Forest Green covers the majority of buildings within the area and extends up into the Green Belt. The Area comprises a loose grouping of buildings, mostly arranged around the large irregular shaped Green.

Relative to the size of the Conservation Area, there are few buildings of varied appearance and only three are listed. These include Tillies a timber framed cottage; the Collins Farmhouse in the northern arm of the Conservation Area; and Gosterwood Manor. All of these buildings are Grade II Listed.

HEADLEY

Within the Local Plan 2000 the settlement of Headley is washed over by the Green Belt. The southern end of Headley around Church Lane is washed over by the Area of Great Landscape Value (AGLV).

Headley is located within the North Downs – Woldingham, Chaldon and Boxhill landscape character area which are characterised by a series of steep U-shaped valleys and areas of flat open plateau.

South of Headley is the Mole Gap to Reigate Escarpment Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). North of Slough Lane is the Nower Wood Site of Nature Conservation Importance (SNCI) which is protected woodland. Adjacent to the Nower Wood SNCI (west of) is the Nower Wood Nature Reserve SNCI which is a large area of semi-natural woodland. This area is also a Non-Statutory Nature Reserve (NSNR) and a Regionally Important Geological Site (RIGS).

East of Church Lane is Church of Saint Mary which is a County Site of Archaeological Importance and Scheduled Ancient Monument. The Church is also a Grade II Listed

Buildings. Other Listed Buildings within Healdey include Slough Farm House and Dove Cottage. All Listed Buildings within Healdey are Grade II Listed.

HOOKWOOD

Within the Local Plan 2000 part of the settlement of Hookwood is allocated as a village beyond the Green Belt where limited infilling and development is permitted. The main settlement of Hookwood is however, surrounded by Green Belt countryside.

Hookwood is situated in the Low Weald – Open Weald Landscape Character which is characterised by more open and agricultural land.

To the north east of Hookwood on the boarder of the settlement is a Site of Nature Conservation Importance (SNCI). The Withy Gill SNCI is designated for the protection of wet grassland and rare species. East of Hookwood is a County Site of Archaeological Importance.

Within the area of Hookwood where infilling and limited development is permitted there is one Listed Building – Hookwood Manor.

Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow through Hookwood and the surrounding area. Due to the naturally less contained nature of many tributaries of the River Mole in this area Flood Zone 2 is quite extensive in the northern extent of the settlement and a number of residential properties and roads are at risk of flooding.

LEATHERHEAD

Leatherhead is set within the Thames Basin Lowlands - Esher and Epsom Landscape Character Area which stretches between Bookham and Ashted, excluding the valley of the River Mole. Much of the area is built-up but there are tracts of open undulating countryside and extensive wooded areas including Bookham Common and Ashted Common. The gentle dip slope of the North Downs to the south of Bookham and Ashted provides a broad undulating farming landscape composed of a patchwork of fields and occasional irregular blocks of woodland. Although close to the built-up areas, this area retains much of its rural agricultural landscape character. It provides a transition between the densely wooded landscape on top of the North Downs and the built-up areas.

Located north of Leatherhead Common adjacent to the built-up boundary of Leatherhead is Teazlewood, Oaklawn Road Site of Nature Conservation Importance (SNCI). This site has been identified as a SNCI as rare species are present.

The River Mole SNCI is also adjacent to the built-up boundary of Leatherhead north of the leisure centre and football ground. This site has been identified as a SNCI as it is rich in bird species, well wooded in parts and has a variety of plant species.

The town lies on land sloping down towards the River Mole. The historical development of Leatherhead as a crossroads town is reflected in the street pattern, the intersection of High Street, Bridge Street, North Street and Church Street being the important historical and present centre of the town. The Conservation Area boundary is complex and the area is best described by dividing it into separate zones of distinct character.

Mole Valley Local Development Framework
Settlement Hierarchy

- Dorking Road, Park Gardens, Parish Church and Church Road (south);
- Highlands Road, Poplar Road, Church Walk, Magazine Place, Byron Place and Church Road;
- High Street, Church Street (north end) and Bridge Street;
- North Street and Gravel Hill; and
- Fairfield Road Area

Within Leatherhead there are a number of Strategic Open Spaces within the Built-Up Area. These include the land at St. Mary and St. Nicholas Church and the King George Memorial Garden.

Within Leatherhead there is one residential areas of special character which has been indentified in the Local Plan 2000.

The Highlands Road/ Headley Road/ East Side of Reigate Road, Leatherhead area is a cohesive and distinctive area which is characterised by its mature treed frontages, with houses set back from the road within medium/large curtilages. The development mainly dates from the Edwardian and pre-war period. Properties are individually designed in landscaped grounds generating a spacious impression. Several infill properties have similar-sized curtilages and although they may not have the same character as the older properties, the mature trees and shrubs maintain the established character and setting of the area.

Highlands Road properties are more contemporary but maintain the spacious nature of the area and have wide, grassed frontages with spacious rear gardens. These groups of houses with their relatively large curtilages are characteristic of the wider area although they do not have the front boundary screening.

Within Leatherhead there is over 100 Listed Buildings. Similar to Dorking, large clusters of Listed Buildings are located within the centre along the High Street, Church Street, North Street and Bridge Street. The majority of Listed Buildings are Grade II. There are however, 4 Grade II* Listed Buildings in the area including the Church of St Mary and St Nicholas, Church Road.

The Strategic Flood Risk Assessment (SFRA) identifies that a small number of residential properties, commercial buildings and essential infrastructure could be affect from flooding within Zones 2 and 3 around the Cannon Way and Cannon Grove areas.

LEIGH

Within the Local Plan 2000 part of the settlement of Leigh is allocated as 'Inset from the Green Belt' where limited infilling development is permitted. The main settlement of Leigh is however, surrounded by Green Belt countryside.

Leigh is situated in the Low Weald - Open Weald Landscape Character which is characterised by more open and agricultural land than the wooded Weald to the west.

The central extent of Leigh (Tapner's Road, Clayhill Road, Church Road and Harrington Close) which is inset from the Green Belt is with a Conservation Area. The focal point of the Conservation Area is the triangular village green. The Conservation Area has an open, informal feel and is set in an open landscape.

Within the area of Leigh which is inset from the Green Belt there are a number of Listed Buildings. The majority are located within the settlement centre at the crossroads of

Tapner's Road, Clayhill Road and Church Road. These include Lych Gates, The Plough Public House and The Old School House. The majority of Listed Buildings in Leigh are Grade II Listed, there are also a few Grade II* Listed Buildings.

On the outskirts of Leigh within the area which is inset from the Green Belt are two areas of Sites of Archaeological Potential. These are located around Church Road and The Glebe. Located north east of the centre of the settlement towards Leigh Place is a Scheduled Ancient Monument – Moated Site.

Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow south of the settlements and surrounding area. As a result flood zone 2 particularly affects some properties within the village. These tend to be located in the southern extent of the settlement near to Clayhill Close and Clayhill Road where infilling development is permitted by the Local Plan.

MICKELHAM

Within the Local Plan 2000 part of the settlement of Mickleham is allocated as 'inset from the Green Belt' where limited infilling development is permitted. The main settlement of Mickleham is however, surrounded by Green Belt countryside and is washed over by the Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV).

Mickleham is located within the North Downs - Mole Gap Landscape Character Area which is a striking corridor of landscape between Dorking and Leatherhead where the River Mole cuts through the chalk escarpment to create a spectacular geomorphological feature.

The valley is flanked on the east by the precipitous, wooded slopes of Box Hill and by more gently rising farmland, vineyards and parkland on the west, including Norbury Park. This is included on the English Heritage Parks and Gardens register and was originally laid out in the late 18th century to provide a picturesque setting to Norbury Park House.

Semi-natural woodland on the steep sides of the valley is a very important element in the landscape. Although much of it was substantially storm damaged there has been good natural regeneration.

Located approximately 300 meters of the boundary of Mickleham where infilling development is currently permitted within the Local Plan is the Mole Gap to Reigate Escarpment Site of Special Scientific Interest (SSSI) and Special Area of Conservation.

Adjacent to the boundary of Mickleham where infilling is currently permitted as set out in the Local Plan 2000, is the Eastfield Cottage Site of Nature Conservation Importance (SNCI). This site has been identified as a SNCI due to the nature conservation value of the beech woodland and chalk grassland.

The main core of the Conservation Area is ranged along approximately 750 metres of the Old London Road. Many of the buildings lie on or very close to the Old London Road and a high proportion are of historic or architectural interest. The predominant architectural style is from the 18th and early 19th century.

Box Hill School and grounds are an important feature of the Conservation Area. There is an imposing school building which occupies a central position in the site. The mature trees and the brick boundary walls which define the school's cartilage are especially important features.

In the central part of the village a number of footpaths converge and there are important views towards the landscape surrounding the village. To the east, the parish church is seen against the steeply rising slopes of the North Downs.

Within the boundary of Mickleham where infilling is currently permitted as set out in the Local Plan 2000, there are approximately 30 Listed Buildings including garden walls and gates. The majority of Listed Buildings are Grade II however, there are a few Grade II* Listed Buildings including the Church of St. Michael.

MID HOLMWOOD

Within the Local Plan 2000 the settlement of Mid Holmwood is washed over by the Green Belt and Area of Great Landscape Value (AGLV) and Area of Outstanding Natural Beauty (AONB).

Mid Holmwood lies within the Low Weald – Wooded Weald Landscape Character Area which is characterised by large areas of woodland.

Within Mid Holmwood are three Listed Buildings. These include Priory Cottage, Old Nags Head Cottage and Norfolk House. These are all Grade II Listed Buildings.

NEWDIGATE

Within the Local Plan 2000 part of the settlement of Newdigate is allocated as 'Inset from the Green Belt' where limited infilling development is permitted. The main settlement of Newdigate is however, surrounded by Green Belt countryside.

Newdigate is located within the Low Weald – Open Weald & Wooded Weald Landscape Character Area which has a more open and gently undulating topography than other areas of Mole Valley. The landscape east of Newdigate is generally more open and agricultural. To the west the landscape becomes more progressively wooded.

Located east of Newdigate is the Knoll Copse Site of Nature Conservation Importance (SNCI) which is designated for the protection of the semi-natural ancient woodland.

To the south of the area of Newdigate (Village Street and Church Road) where infilling development is permitted by the Local Plan, is a Conservation Area. Two groups of buildings make a significant contribution to the character of the Conservation Area. First is the group which includes the parish church, at the junction of Village Street and Church Street. The second group comprise Dean House Farm and its collection of buildings on the eastern edge of the Conservation Area. The general feel of a small, Wealden village has been retained within the area despite some modern infilling.

To the south of Newdigate (Village Street and Church Road) where infilling development is permitted by the Local Plan, is a Site of High Archaeological Potential. This site covers the exact extent of the Conservation Area.

Within the area of Newdigate which is inset from the Green Belt there are a number of Listed Buildings. The majority are located within the settlement centre at the crossroads of Church Road and Village Street. These include St. Peters Church, Six Bells Public House, Old Cottage and Dean House Farm. The majority of Listed Buildings in Newdigate are Grade II Listed, there are also a few Grade II* Listed Buildings.

OAKWOODHILL

Within the Local Plan 2000 the settlement of Oakwoodhill is washed over by Countryside beyond the Green Belt and Area of Great Landscape Value (AGLV).

Oakwoodhill lies within the Low Weald – Wooded Weald Landscape Character Area which is characterised by large areas of woodland.

The majority of buildings within Oakwoodhill lie within the Conservation Area. The Conservation Area has an isolated, remote feel, and the fairly informal scattering of buildings and twisting road contribute s to this impression.

Within Oakwoodhill there are a few Listed Buildings. These include Okewood Manor, The Punchbowl Public House and The Old Stores which are all Grade II Listed Buildings.

OCKLEY

Within the Local Plan 2000 part of the settlement of Ockley is allocated as a village beyond the Green Belt where limited infilling and development is permitted. The main settlement of Ockley is surrounded and washed over by the Area of Great Landscape Value (AGLV).

Ockley is situated in the Low Weald – Wooded Weald Landscape Character which is characterised by large areas of woodland. .

The Conservation Area in Ockley is a linear collection of buildings lying along the A29. The Conservation Area is extensive however, only extends over those properties and their curtilages which front onto the western side of the A29. Properties to the north of the area of Ockley where limited development and infilling is permitted are not within the Conservation Area.

Following the boundary of the Conservation Area is a County Site of Archaeological Importance.

Within the area of Ockley where infilling and limited development is permitted there are a few Listed Buildings. The majority of Listed Buildings are Grade II Listed and front onto the A29 – Stane Street. These include the Public House and Ivy Cottage which are both Grade II Listed Buildings.

SOUTH HOLMWOOD

Within the Local Plan 2000 part of the settlement of South Holmwood is allocated as 'Inset from the Green Belt' where limited infilling development is permitted. The main settlement of South Holmwood is however, surrounded by Green Belt countryside and washed over by the Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV).

South Holmwood is located within the Low Weald – Wooded Weald Landscape Character Area.

Within the area of South Holmwood which is inset from the Green Belt there are two Listed Buildings. Stoneheal Cottage and The Dutch House both on the Horsham Road are Grade II Listed Buildings.

STROOD GREEN

Within the Local Plan 2000 part of the settlement of Strood Green is allocated as 'Inset from the Green Belt' where limited infilling and development is permitted. The main settlement of Strood Green is however, surrounded by Green Belt countryside.

Strood Green is located within the Wealden Greensand – Holmesdale Landscape Character Area.

WALLISWOOD

Within the Local Plan 2000 the settlement of Walliswood is washed over by Countryside beyond the Green Belt and Area of Great Landscape Value (AGLV).

Walliswood lies within the Low Weald – Wooded Weald Landscape Character Area which is characterised by large areas of woodland.

Beyond the properties which lie on the eastern side of Horsham Road are two Sites of Nature Conservation Importance (SNCI). To the north is the Fir Copse SNCI which is characterised by ancient semi-natural woodland. This SNCI is also a Non Statutory Nature Reserve. To the south is the Kiln Copse SNCI which is also ancient semi-natural woodland. South of Walliswood is a potential Site of Nature Conservation Importance. The Haines Copse pSNCI is characterised by ancient semi-natural woodland.

Within Walliswood I there are a few Listed Buildings. These include Mays Cottage, the village pump and Scarlett Arms Public House which are Grade II Listed Buildings.

WESTCOTT

Within the Local Plan 2000 part of the settlement of Westcott is allocated as 'Inset from the Green Belt' where limited infilling and development is permitted. The main settlement of Westcott is however, surrounded by Green Belt countryside as well Area of Great Landscape Value (AGLV). Westcott is also a settlement within the Area of Outstanding Natural Beauty (AONB).

Westcott is situated in the Wealden Greensand – Pippbrook and Tillingbourne Landscape Character, which is characterised by mixed agricultural areas interspersed with woodland.

Part of Westcott is in a Conservation Area. The Conservation Area is a large area covering the historic core of the village and extends north along Westcott Street. The central focus is the village green, a triangular open space hemmed in by a high hedge on its western side and a mix of commercial and private properties on the north and south side.

Within the area of Westcott which is inset from the Green Belt there are a number of Listed Buildings which are scattered throughout the village. The majority of Listed Buildings in Westcott are Grade II Listed, there are also a few Grade II* Listed Buildings. There are some small clusters of Listed Buildings within the centre of the village these include Ivy Cottage, the Post Office, The White House and Robin Cottage.

Within Westcott there is a small area which has been designated as an Area of Archaeological Potential. The area is located along Springfield Road and covers approximately 10 properties and their curtilages.

Information from the Strategic Flood Risk Assessment (SFRA) identifies that the River Mole and a number of small tributaries flow through the surrounding area and towards Dorking. The SFRA identifies that if there was a risk of flooding within Westcott then this would occur within the northern extent of the settlement area.

WESTHUMBLE

The main settlement area of Westhumble is located within North Downs - Mole Gap Landscape Character Area and is washed over by the Green Belt; Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV).

Adjacent to the residential properties along Crabtree Lane is a Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). Located over 150 metres north of the main settlement boundary of Westhumble, as defined by the Local Plan, is a Regionally Important Geomorphological Site (RIG) known as 'South end of Norbury Park' which is an abandoned meander.

Within the main settlement area of Westhumble there are a number of Listed Buildings located along Crabtree Lane. These include Lovedon Cottage, Camilla Lacey Lodge and the Chapel which are all Grade II Listed.

The northern extent of the residential properties located within the main settlement area of Westhumble is within the 200m boundary of Norbury Park which is a Grade II Historic Park and Garden. Located 200m west of the residential properties along Chapel Lane, which are within the boundary of Westhumble, is a Scheduled Ancient Monument – West Humble Chapel.

WOTTON

Within the Local Plan 2000 the settlement of Wotton is washed over by Green Belt and by the Area of Outstanding Natural Beauty and Area of Great Landscape Value.

Wotton lies within the Wealden Grassland – Pippbrook to Tillingbourne Landscape Character Area which is characterised by small-scale landscapes of mixed agricultural areas interspersed with woodland.

Just east of North Lodge is the entrance to Wotton House which is a Grade II* Historic Park and Garden. Within Wotton there are a number of Listed Buildings including North Lodge which is Grade II Listed. The majority of Listed Buildings within Wotton are Grade II Listed. There are however, a few Grade II* Listed Buildings and the Church of St John the Evangelist is Grade I Listed.

