

# Ashtead Neighbourhood Forum

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## Neighbourhood Development Plan

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**2015–2026**

[www.ashteadcommunityvision.org.uk](http://www.ashteadcommunityvision.org.uk)

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## 1 Summary

This Neighbourhood Development Plan (NDP) sets out local planning policies for Ashtead for the period to 2026. It is based on the views of the community gathered by the Ashtead Neighbourhood Development Forum (the Forum) on local planning issues. The NDP has been prepared in accordance with the planning guidelines set down by local government in order to ensure consistency with the rest of the district and the local planning authority, Mole Valley District Council (MVDC).

The purpose of this plan is to ensure that local residents have a powerful voice in the future development of their neighbourhood by recommending policies which are based on properly constructed evidence to both local and national planning authorities' standards. This will ensure that MVDC is best informed both in terms of evidence presented for decision making and the views of local residents.

**The vision for the future of Ashtead is:**

**“The Ashtead Neighbourhood Development Plan will seek to maintain and enhance the sense of community within the village by protecting and enhancing the natural and built environment, assisting the local economy, and improving travel, leisure and life-long learning opportunities while supporting our needs with appropriate development.”**

In support of the vision and as a result of an analysis of evidence about issues in Ashtead, a number of policies have been identified to support the following aims.

- preserve the character of the village;
- ensure that residential development meets the needs of the community;
- protect and enhance the existing shopping areas and public houses;
- protect existing sports facilities and green spaces;
- protect valued community facilities;
- identify future infrastructure needs and improvements.



## **2 Introduction**

### **2.1 What is an NDP?**

The Localism Act 2011 provides communities with an opportunity to create an NDP for their area. An NDP establishes planning policies for the development and use of land in the defined area, enhancing or modifying the existing local planning policies. This use of land may be for housing, shops, business, recreation or other community facilities. The plan can also contain policies dealing with other matters important to local residents, such as health and education provision, the environment, green space, roads, drainage and other infrastructure concerns. An NDP therefore allows local residents to specify the right type of development for their own community. However, it cannot be used simply to prevent development.

An NDP must be in “general conformity” with government planning guidance and the latest Local Plan and policies adopted by the Local Planning Authority, MVDC in our case. The latest Local Plan covering Ashtead is the Core Strategy adopted by MVDC in 2009, together with the saved policies of the Mole Valley Local Plan, adopted in 2000. The Ashtead NDP cannot be in conflict with the strategic policies of the Core Strategy, but can be more specific to take into account the needs of our community. Any requirements that we include in the plan must be supported by evidence.

This document has been prepared in consultation with residents and will be agreed or otherwise by the community through a referendum. If the community approves the plan at a referendum, MVDC is obliged to use these policies when deciding on future planning applications that are made in Ashtead.

A number of reports provide the basis and evidence for the policies proposed in this document. These are available on the Forum’s website<sup>1</sup> and are listed at Appendix 7, together with references to relevant MVDC documents. Some of these reports were produced months before this document and where appropriate, more current data has been quoted in this NDP. Further sources of information are shown in Appendix 6.

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<sup>1</sup> [ashteadcommunityvision.org.uk](http://ashteadcommunityvision.org.uk)

## 2.2 Ashtead and the Local District

Ashtead is located in Surrey, about fifteen miles south-west of Central London and consists of three Wards in the District of Mole Valley. Mole Valley is an economically prosperous district benefiting from its location close to the economic generators of London, the international airports Gatwick and Heathrow and access to the national motorway network via the M25 at Leatherhead. Unemployment rates are historically amongst the lowest both regionally and nationally.

Ashtead is separated from Epsom to the east by areas of woodland and from Leatherhead to the west by a small strip of grazing land and the embankments of the M25 motorway: it is bounded to the north by the strong landscape setting of Ashtead Common and to the south by a rolling landscape of pasture, hedgerows and woodland.

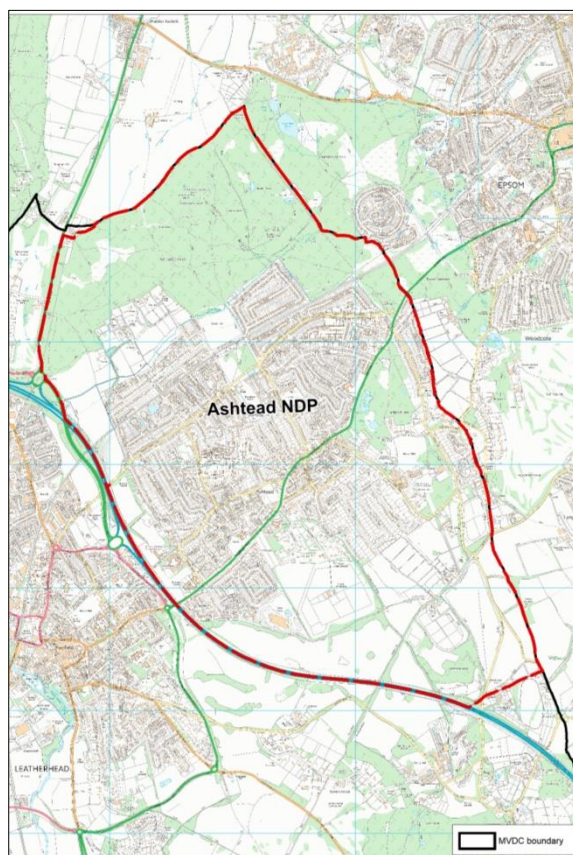


Figure 1 Ashtead Boundaries

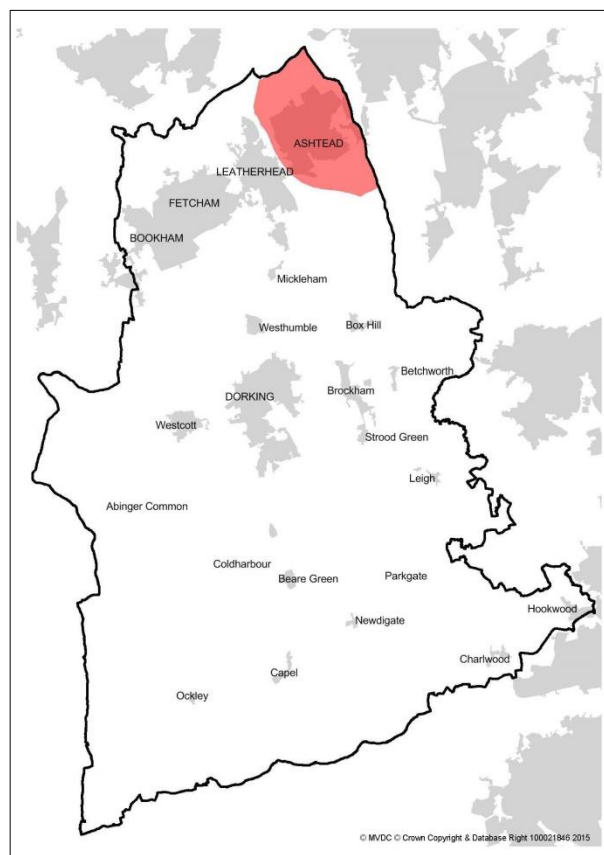


Figure 2 Ashtead within Mole Valley

The built-up area of Mole Valley is concentrated in the North of the District, comprising Dorking, Bookham, Fetcham, Leatherhead and Ashtead.

### 3 Ashtead

#### 3.1 Our Village

Ashtead or “Ashstede - homestead amongst the Ash trees”, has been a settlement since at least the Iron Age, with a farm near Park Lane and a Roman tile works and villa on the Common from the 1<sup>st</sup> century AD. At the time of the Domesday Book there were fifty-three families within the manor of Ashtead.

The area was predominantly agricultural until the end of the 19<sup>th</sup> Century, but only one working farm remains, with the rest developed for housing following the sale and break-up of the Howard estate in 1879. Since that time, the population has grown from 1,900 to its present level of 14,600.



Figure 3 Ashtead Roman Villa



Figure 4: St Giles Church

The village has two main shopping areas, three public houses, four churches and nearly two hundred business premises, of which the largest is ExxonMobil. There are over forty listed buildings, structures and monuments, a Grade II Registered Park and three conservation areas. There is some local employment but many residents commute to work outside Ashtead, using the good transport links by rail and road.

There are nine local state and Independent schools, all well regarded and a wide range of community groups catering for interests of all ages. There are significant areas of open green space in Ashtead Common and Ashtead Park that are enjoyed by all residents.

Despite its size, residents enjoy the village atmosphere and strong community spirit.

#### 3.2 Why Live in Ashtead?

Although Ashtead is the largest settlement within the District, the great majority of residents believe that it is still a village. The village feel is characterised by the fact that Ashtead is surrounded by open countryside, by the variety of community clubs, societies and facilities, the range of independent shops and the mixture of housing styles and sizes. These characteristics are cherished and most residents would like them to remain unchanged, along with the current Green Belt boundary.

The attractiveness of Ashtead as a place to live and bring up children has always resulted in a steady influx of new families from southwest London and elsewhere. House prices in London help to maintain premium pricing for houses in Ashtead and demand for large family accommodation.

### 3.3 Demands

The MVDC Core Strategy covers the period until 2026 and requires “...3,760 new homes to be provided in the most sustainable locations (in the District) by 2026.” It also states that “New development will be directed toward previously developed land within the areas of Leatherhead, Dorking (including North Holmwood), Ashtead, Bookham and Fetcham.” The Council has made good progress towards this target and latest figures (2015) show that 1,970 new homes have been built in the District since 2006 with new sites identified for a further 1,150 homes.

Ashtead continues to contribute towards the District targets, generally through small-scale infill developments of up to four or five houses. However, market forces mean that these developments are normally larger houses with four or more bedrooms. In addition, there is a constant trend of extension work, especially for the large number of bungalows, which grow in all directions.

Those families who have moved into the area seek to expand their accommodation rather than move, which results in a reduction in the number of bungalows and smaller houses. The proportion of two and three bedroom properties has reduced. The combined effect of recently built housing and changes to existing housing between 2011-2014 means that the net increase in housing stock of three or fewer bedrooms during those three years is just seventeen dwellings.

Evidence shows that as families grow up, the children tend to leave, but parents and older residents tend to stay. This results in larger homes occupied by fewer people. The lack of availability of smaller homes means that those who might wish to downsize have difficulty in finding appropriate smaller accommodation. Similarly, the children of Ashtead residents are unable to stay within the village due to high prices and a lack of small and/or affordable homes.

### 3.4 Constraints

Ashtead is bounded on all sides by Green Belt land. To the North is Ashtead Common, a Site of Special Scientific Interest (SSSI) and a National Nature Reserve (NNR), owned and maintained by the City of London Corporation. To the East is a narrow belt of open land between Ashtead and Epsom, fiercely protected by both communities. To the South is open land used for farming, equestrian uses and grazing. To the West is the M25, separating Ashtead from Leatherhead, with areas of open space on either side of the motorway.



Figure 5; Green Belt West of Ashtead

Since the introduction of the Green Belt in the 1950s, the vast majority of



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development in Ashtead has been within the built-up boundary, building on disused business and surplus garden land. From 2001 to March 2015, the number of dwellings in Ashtead increased by 385, a 7% increase, including a net addition of just two dwellings during the last year. Opportunities for development are becoming more scarce, with only one largely undeveloped site of any size remaining. The conservation areas to the south-west of the village limit redevelopment in that area. Green Belt land is currently protected by government planning guidelines and the existing MVDC Development Plan.

### 3.5 Evolution of the Plan



Figure 6 ACV Website

Ashtead Community Vision (ACV) was set up in 2012 as the working group for the neighbourhood forum. ACV established a Forum of over 40 residents who are broadly representative of the community. The Forum was designated by MVDC in July 2013 to prepare an NDP, which will become part of the Development Plan for Mole Valley.

During the latter part of 2013 into early 2014, the focus of the Forum was to complete a review of the Green Belt boundary around Ashtead and to conduct Site Assessments on a number of housing development sites which had been promoted to MVDC by developers and landowners. This was part of the early stages of MVDC’s Housing and Traveller Sites Plan (HTSP), which was subsequently terminated (see below).

Once these two exercises were complete, attention turned to the completion of this NDP, which looks at the future needs of the village.

Throughout this period, strenuous efforts have been made to inform and involve the local community. There is a website, [www.ashteadcommunityvision.org.uk](http://www.ashteadcommunityvision.org.uk), that gives information on meetings, news and public events and which is linked to an associated Facebook page and a Twitter feed. We deliver regular newsletters to every home in Ashtead, write monthly articles for local publications, have contacted over 90 local organisations and have held public meetings to explain specific issues.



### **3.6 Mole Valley District Council**

In 2013-2014, the Council undertook public consultations on a Green Belt Boundary Review (GBBR) and around 80 sites which had been promoted for their consideration, with a view to preparing a site allocations plan, the HTSP, to deliver the District's residual Core Strategy housing requirement. As mentioned above, the Forum took part in that process and took responsibility for carrying out the GBBR and Site Assessments for the Ashtead Neighbourhood Area, which were submitted to MVDC for ongoing consideration.

For a number of reasons, including an improving housing land supply, MVDC decided in December 2014 to stop work on the HTSP in favour of creating a new Local Plan. This work is in progress and is not expected to be complete before 2018 at the earliest. This NDP has therefore been prepared in conformity to the current Development Plan, comprising the 2009 Core Strategy and 2000 Local Plan. These plans make no changes to the Green Belt.

The neighbourhood plan will be reassessed at the time of the adoption of the emerging Mole Valley Local Plan. At that time an assessment will be made of the extent to which the policies in that Plan may make the policies in the Ashtead Neighbourhood Plan out of date. That process will then inform a decision on the need or otherwise to update the Plan or those parts of it most directly affected by the adoption of the Local Plan.

## 4 Issues and Policies

### 4.1 Housing

#### 4.1.1 Housing Demand and Retention of Character

Development in Ashtead has spread out from the original village centre in its south-eastern corner. Mole Valley's 2010 Built-Up Area Character Assessment (see Appendix 7) identifies ten separate



character areas, each with varying designs of residential property and differing density levels that combine to form a harmonious and varied environment.

There are many public rights of way around Ashtead, which link residential areas to each other, to the main shopping areas, to transport facilities and to the open green space within and around the village. This network is a key asset that must be protected and enhanced.

Figure 7 Ashtead from the Air

#### 4.1.2 Demographic Drivers for Housing

Although not the centre of Mole Valley's economic activity, Ashtead's population at 14,169 (2011 census) is the largest within the District and it is forecast<sup>2</sup> to increase to nearly 16,000 by 2026. In 2011, 43% of the population was in the 50-plus age group and population projections indicate that by 2026 this age group will have risen to nearly 50% of the total, while the proportion of under-18s will have remained constant at 22% and the 18-49 age group will have declined from 35% in 2011 to 29% in 2026.

#### 4.1.3 Availability of Land for Development

Due to the constraints on land availability, the relatively small expected increase in housing provision in Ashtead in the years up to 2026 will not be sufficient to meet the demands of the village's existing and increasingly elderly population. The projected overall increase in the population will further exacerbate the problem. However, during 2015, developers have recognized the need for smaller properties in Ashtead and there have been two successful planning applications made

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<sup>2</sup> ONS Population Projections Unit interactive facility

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which will result in smaller residential accommodation: a Churchill development of 33 flats on the Leatherhead Road and the conversion of offices to 19 flats in The Street.

There has also been a significant amount of infilling but there are no identifiable larger development areas within Ashtead other than the land at Murreys Court (1.85ha between The Murreys and Agates Lane), which is allocated as a housing site in the Mole Valley Local Plan 2000.

The capacity of the site and the date at which it may become available is uncertain. There are also a



number of constraints, including a Grade II listed barn within the site and a number of Tree Preservation Orders. Nevertheless, the site is recognised in this NDP as a site where residential development would be supported in principle, in line with the design guidelines set out in Appendix 11 of the Mole Valley Local Plan 2000. These design criteria remain applicable and should be addressed as part of the development of future planning applications. The Local Plan appendix is reproduced as Appendix 4 of this Plan.

**Figure 8 Murreys Court on Agates Lane**

It has also been identified that there is an opportunity to enhance pedestrian accessibility in this part of Ashtead by providing a footpath connection through the site, at such time as it becomes available for development. Subject to any issues concerning local policing, the following policy seeks to secure this benefit, which would be consistent with the local objectives identified in the Transport report for this NDP.

Policy AS-H1 provides a policy context to secure this new footpath connection. Once established it will provide a convenient route between The Murreys, the new development on the site and The Street. The footpath and any associated lighting should take account of the MVDC Designing Out Crime Supplementary Planning Document (December 2011) and any specific design requirements requested by Surrey County Council with regards to a safe crossing point across Agates Lane.

**Policy AS-H1: The Land at Murreys Court**

Residential development of the Murreys Court site should include the provision of a new public footpath that will connect The Murreys and the site with the existing footpath between Agates Lane and Skinners Lane.

#### 4.1.4 Demand for Dwelling Types

Almost 50% of Ashtead's housing lies in low-density detached properties and 40% of all homes have four or more bedrooms but the greatest demand for housing in Ashtead is for 2 or 3 bedroom

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accommodation<sup>3</sup> The percentage of people looking to move into a house with 2 or 3 bedrooms is significantly greater than the proportion of current properties in Ashtead, which have that number of bedrooms. The need for smaller accommodation will be further increased by an expected reduction in the average size of households and ongoing demand from those on the housing register.

MVDC's existing Policy CS3, clauses 1 & 2, relating to the mix of housing and the need to provide a balanced housing market is not proving effective in ensuring that priority is given to increasing the number of two and three bedroom homes in Ashtead. The combined effect of recently built housing and changes to existing housing between 2011-2014 means that the net increase in housing stock of 3 or fewer bedrooms during those 3 years is just 17 dwellings. MVDC's policy was based on the East Surrey Strategic Housing Market Assessment which made the recommendation "that the council should encourage a mix of market housing comprising three bedroom homes (50%); two and four bedroom homes (20% respectively); and one bedroom homes (10%). Evidence of demand versus housing stock that is specific to Ashtead indicates that the 70% mix of 2 and 3 bedroom homes should be equally split between the two sizes of dwelling.

Policy AS -H2 sets out a policy approach towards addressing this matter. It attempts to strike a balance between allowing the market to deliver high quality housing for five or more dwellings in an innovative style and providing housing to meet the needs for smaller dwellings. Plainly a wide range of sites may be affected by this policy. As such it sets out to ensure that the developments concerned are consistent with their locations within the Plan area.

There may be circumstances where the viability of developing a site may conflict with the successful implementation of this policy. In these circumstances developers will be expected to adopt an open book approach with the District Council as part of the determination of the application.

The second part of the policy provides support for proposals that propose the provision of a greater number of 1/2/3 bedroom and a lesser number of 4 or more bedroom properties than those expected from the application of the first part of the policy.'

Policy AS-H3 provides a similar approach for smaller housing sites to that adopted for policy AS-H2. The viability issues will also apply to these potential smaller sites.

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<sup>3</sup> See Housing Report for further detail

**Policy AS-H2: Balancing the housing mix**

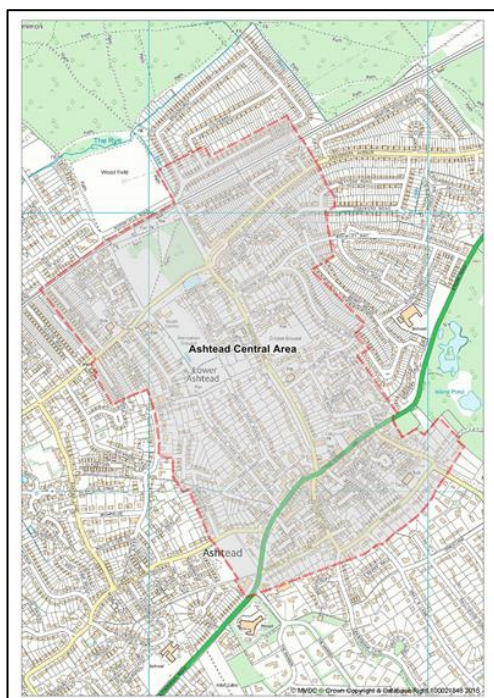
1. Housing developments of 5 or more dwellings should conform to the following proportions of dwelling types, insofar as these proportions would be consistent with the size of the site and the development of a good layout and design in relation to the immediate locality :  
10% - one bedroom; 35% - two bedrooms; 35% - three bedrooms;  
20% - 4 or more bedrooms.
2. Proposals that increase the proportion of 1, 2 & 3 bedroom properties and reduce the proportion of 4 or more bedroom properties over and above those set out in the first part of this policy will be supported.

**Policy AS-H3: Infill and smaller sites**

On housing developments of between 1 to 4 dwellings:

1. The provision of 1, 2 and 3 bedroom dwellings should be provided on previously developed sites and developments should contain only the number of 4+ bedroom houses as pre-existed on the site immediately prior to development.
2. The provision of 1, 2 and 3 bedroom dwellings should be provided on all other sites and developments should contain only one 4+ bedroom dwelling.

In all housing developments of this size the mix of housing types should also be consistent with achieving a good layout and design in relation to the immediate locality.



Much of the demand for smaller properties comes from older residents wishing to downsize but remain living in Ashtead and there is significant demand for retirement properties and bungalows, which cannot be met at present.

At existing levels, the provision in the village of appropriate independent living accommodation for people over 75 is at less than 50% of relevant guidelines. The predicted large increase in this age group will lead to a much greater demand for this type of accommodation.

Figure 9: Central Area

#### Policy AS-H4: Central Area Developments

Within the Central Area of Ashtead (see Figure 9 and a larger map in Appendix 3) developments which provide 1, 2 or 3 bedroom properties will be particularly supported.

It is the aim of the NDP to increase the amount of smaller dwellings in Ashtead; however it is recognized that it is important to maintain character and it is necessary to balance Policies AS-H2, AS-H3 and AS-H4 in accordance with policy AS-H5.

Implementation of Policies AS-H2, AS-H3 and AS-H4 must also include provision of Affordable Housing to meet the requirements laid out in MVDC Policy CS4.

#### 4.1.5 Development & Design Constraints and Considerations

In addition to the ten identified character areas within Ashtead there are also:

- More than 40 Listed Buildings 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.
- Ashtead Park Historic Park and Garden, a Grade II registered garden located east of the main built-up area.
- Three Conservation Areas: Edwardian properties in a part of Woodfield Lane; an enclave of domestic properties in Dene Road; the house and garden of Ashtead House and immediate properties.

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

### **Policy AS-H5: Maintaining Built Character**

In accordance with Mole Valley Policies CS13 & CS14, developments must be visually integrated with their surroundings and designed to have regard to the character of the local area and street scene (see also policy AS-En3).

Implementation of Policy AS-H5 will follow the guidance in MVDC's Built up Areas Character Appraisal for Ashtead. The policy is not intended to preclude contemporary design where it can be achieved in a manner which integrates well with its surroundings. The policy applies throughout the Plan area.

#### 4.1.6 Off-street Parking

When new developments are undertaken it can be in the developer's interest to provide minimal off-street parking so as to maximise the space for residential development. MVDC is the planning authority and their policy is based on Surrey County Council (SCC) guidance, which is not mandatory.

There are many roads in Ashtead where excessive on-street parking restricts the passage of traffic and pedestrians. Cars are regularly parked on verges, footpaths and cycle ways, sometimes causing damage. Several roads have had parking restrictions applied by means of yellow lines and it is considered that future developments should not be allowed to worsen the on-street parking situation.

Multi-dwelling developments often have mostly allocated spaces, which are effectively owned by a particular resident, and relatively few visitors' spaces. There is often a mismatch between the number of spaces allocated to a dwelling and the number of cars owned, leading to excessive on-street parking, congestion and empty spaces.

The SCC guidance has four different levels of provision depending on the character of the location varying from "Town Centre" (lowest level) to "Suburban edge/Village/Rural" (highest level). The proposed policy for Ashtead is in line with SCC's second highest level of provision.





**Policy AS-H6: Off Street Parking**

Off-street parking is to be provided at residential developments in accordance with Table H6.

**Table H6**

1 and 2 bed flats	1 space per unit
1 and 2 bed houses	1+ space per unit
3 and more bed dwellings	2+ spaces per unit

On housing developments of 10+ dwellings, there will be a requirement for allocated visitor parking spaces on the site amounting to an additional 20% of the figure for the development calculated from Table H6.

## 4.2 Economy

### 4.2.1 Context



Figure 10: Surrey's Workforce

As stated in Section 2.2, Mole Valley is an economically prosperous district. There are approximately 5,000 firms in Mole Valley employing around 46,000 people. The service sector provides the majority of the employment opportunities with a number of national and international companies having their headquarters in the District.

Unemployment rates are historically amongst the lowest regionally and nationally. As a consequence, local businesses often find it hard to recruit employees, especially for lower paid jobs and in some parts of Mole Valley there is a disparity between jobs available and the skills of residents; e.g. Ashtead Hospital finds it difficult to employ local nursing staff.

The number of residents running a business from their home is difficult to estimate. The census shows that ten percent of the working population in Ashtead, over eleven hundred people, work mainly from home and there are twelve hundred self-employed in the village. It is therefore not unreasonable to estimate that there are 800-900 businesses being run from Ashtead homes.

Data from the Office for National Statistics (ONS) for 2004 show that there were over 500 VAT-registered businesses in Ashtead, of which over 200 had a single employee.

The study into the District's town, local, district and village centres which was commissioned by the Council (MV Core Strategy para 2.47) recommended that the forecast increase in available expenditure by people currently using the District's centres would support an increase in comparison and convenience goods floorspace over the next ten years with the increase in everyday shopping (convenience) floorspace focused on Ashtead and Dorking. The study also forecast that there is likely to be additional available expenditure to support more leisure facilities in the town centres. There is evidence from the study that a high proportion of residents in Ashtead travel outside of the village for their convenience shopping requirements. The study recommended that the addition of a new food store in Ashtead could have the potential to "claw back" trade to the village and reduce the distance local residents have to travel for convenience shopping.

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The economic aim of this NDP is to:

- Encourage the retention of existing business premises and the appropriate expansion of local firms;
- Protect the existing retail shopping areas;
- Maintain local employment opportunities;
- Encourage the provision of local healthcare facilities.

These aims are generally already adequately supported by existing MVDC policies and do not need to be amended or strengthened.

### 4.2.2 Protect Existing Shopping Areas

The shopping areas comprising The Street and Craddocks Parade are identified as Local Shopping Centres under Mole Valley Local Plan Policy S5. This provides the following safeguards:

- Expansion of existing premises area allowable, subject to other relevant considerations.
- Changes of use from a shop to use for professional and financial services are allowable, again subject to relevant considerations.
- A change of a shop to general office use will not be permitted.

Policy AS-Ec1 adds the shops comprising numbers 196-230 Barnett Wood Lane to the two existing Local Shopping Centres in Ashtead, to provide a similar level of protection.



Figure 11 Barnett Wood Lane Shops

### **Policy AS-Ec1: Designate Barnett Wood Lane shops as a Local Shopping Area**

The area of shops comprising numbers 196-230 Barnett Wood Lane is designated as a Local Shopping Centre. Within the area defined on the map at Figure 11, proposals involving changes or use or increases in shopping floorspace will be considered against Mole Valley Local Plan Policy S5 and Core Strategy Policy CS8, as reproduced in Appendix 5 of this Plan.

In order to further encourage the use of these shops there is a need to improve the availability of short-term parking along this stretch of Barnett Wood Lane. This falls under the remit of Surrey County Council as the Highways Authority and is outside the scope of this NDP. A suggestion to create parking bays by using part of the current pavement area is under discussion between the shopkeepers and MVDC.

Driven by economics and current government policy, there are a number of business premises which are being considered for conversion to residential use. This policy was originally a temporary measure, but the government has recently announced that they intend to make the Permitted Development rights permanent.

#### **4.2.3 Retain Existing Public Houses**

The three public houses in the village, The Leg of Mutton and Cauliflower, The Brewery Inn and The Woodman, should be regarded as centres within the community and afforded additional protection against any change of use. This is in addition to the other community assets described within the Infrastructure section. Policy AS- EC2 indicates that these facilities will be safeguarded in accordance with policy CS17 of the adopted Core Strategy.



**Figure 12 The Brewery and Leg of Mutton & Cauliflower on The Street and The Woodman, Barnett Wood Lane**

### **Policy AS-Ec2: Existing Public Houses**

The Leg of Mutton and Cauliflower (48 The Street), The Brewery Inn, (15 The Street) and The Woodman, Barnett Wood Lane, should be regarded as valued community facilities and proposals which would result in the loss of any of these existing public houses will not be supported.

#### 4.2.4 Protect Retail Businesses on The Street

At the time of writing this document, the old petrol station site on The Street remains undeveloped. This site was bought by Tesco with the intention of building a local store and has planning permission (MO/2009/1322) for a supermarket with nine flats above. That planning permission is still valid and the site is currently up for sale. Should a new development proposal be submitted, it is important that it encourages shoppers to The Street and does not dominate the retail area in a manner which would undermine the viability of existing shops. To that end the following policy incorporates many of the conditions of the existing permission, in particular:

- We need a store that is mainly for selling food and drink.
- We do not want a store which by virtue of its size completely dominates the other shops.
- We do not want the entrance to be from the car park, as this would encourage shoppers to park, shop and leave without entering The Street, where they might visit other shops.

#### **Policy AS-Ec3: 53-57 The Street**

Proposals for the redevelopment of 53-57 The Street for retail purposes will be supported subject to the following criteria:

- the proposal is of a scale appropriate both to the retail function of The Street and its design and townscape. Proposals should not have a net sales area greater than 700 square metres and a gross floor area of 1350 square metres; and
- no more than 10% of the net sales area should be used for the sale of comparison goods; and
- the customer access to the store should be from The Street only.

In the above policy “comparison goods” refers to goods such as clothes and electrical equipment, for which the consumer generally expects to invest time and effort into visiting a range of shops before making a choice. In contrast, convenience goods are goods such as food, newspapers and drinks, which tend to be purchased regularly and for which convenience of purchase is therefore important.

## 4.3 Transport

This section of the NDP draws on the Transport Report (see Appendix 7), which identifies areas of local concern based on evidence from Surrey Highways Authority and MVDC who have the following District-wide objectives:

MVDC Objectives (Core Strategy Goal No. 4 regarding Transport)

- To manage down traffic growth and encourage more sustainable transport choices by improving travel options and accessibility.
- Cycling is promoted by way of the MVDC's Local Cycling Plan entitled "Promote Responsible Cycling in Mole Valley".

Surrey Highways Authority Objectives

- Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- Reliable transport: To improve the journey time reliability of travel in Surrey.
- Safe transport: To improve road safety and the security of the travelling public in Surrey.
- Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.
- Cycling: Encourage cycling in the county as set out in the Surrey Cycling Strategy.

### 4.3.1 Road Congestion and Parking

Ashtead suffers the problem of congestion caused by the high use of cars. The 2011 census showed that 57% of the population travelled to work by car, 20% by rail and only 1% by bus and 2% by bicycle. At commuter time, congestion is experienced along the two main roads running through the village (the A24 and Barnett Wood Lane / Craddocks Avenue), on the road giving access to the station and in the areas of the schools. Parking along the main roads and along feeder roads adds to the problem. The Craddocks Avenue problem is recognised in MVDC's Transport Strategy and Forward Programme and a possible solution stated in 7.38 is to "Address congestion on Craddocks Avenue and provide alternative modes of transport".

The station, situated at the northern edge of the village, has limited access by public transport therefore the car, for most, is the only option. Despite the expansion to the station car park there are insufficient places to cope with the large weekday numbers travelling to work by train. As a result, roads in the immediate vicinity of the station are filled by parked commuter cars.

### 4.3.2 Cycling

Cycling within the village, both as a means of accessing the station and as a form of leisure, is on the increase. The increase in the number cycling to the station is to be encouraged because it helps take the pressure off the limited parking facilities. Cycling to the schools would help relieve the congestion in those particular areas of concern. However, cycling within the village is not necessarily easy because of the weight of traffic, narrow roads and sleeping policemen, especially along Barnett Wood Lane, one of the main thoroughfares of the village.

There are increasing numbers of cycling accidents in the district as a whole but fortunately MVDC statistics show that the number of accidents involving all forms of transport within the village is minimal considering the size of the population. Nevertheless there is a need to make cycling be seen and rendered as a safer option within the village.

### 4.3.3 Public Transport

Ashtead station is on the mainline to both Waterloo and Victoria in London and is heavily used by local residents and those from the surrounding area. Its location at the northern perimeter of the village encourages many commuters to drive to the station, adding to traffic congestion and parking problems.

The village encourages many commuters to drive to the station, adding to traffic congestion and parking problems.

One particular bus route serves the northern part of the village and it provides a regular half hourly service but it is prone to unreliability. The southern half of the village, although served by more but less frequent bus routes has more limited coverage. The introduction of Real Time Passenger Information (RTPI) at key bus stops could help engender a greater sense of confidence in the use of the bus service despite its limitations.

Issues with the bus service and station parking provision and cost further encourage many residents to commute by car.

The schools, apart from St Andrew's and St Peter's are not served by a local bus service, which adds to congestion in the surrounding areas during peak times.

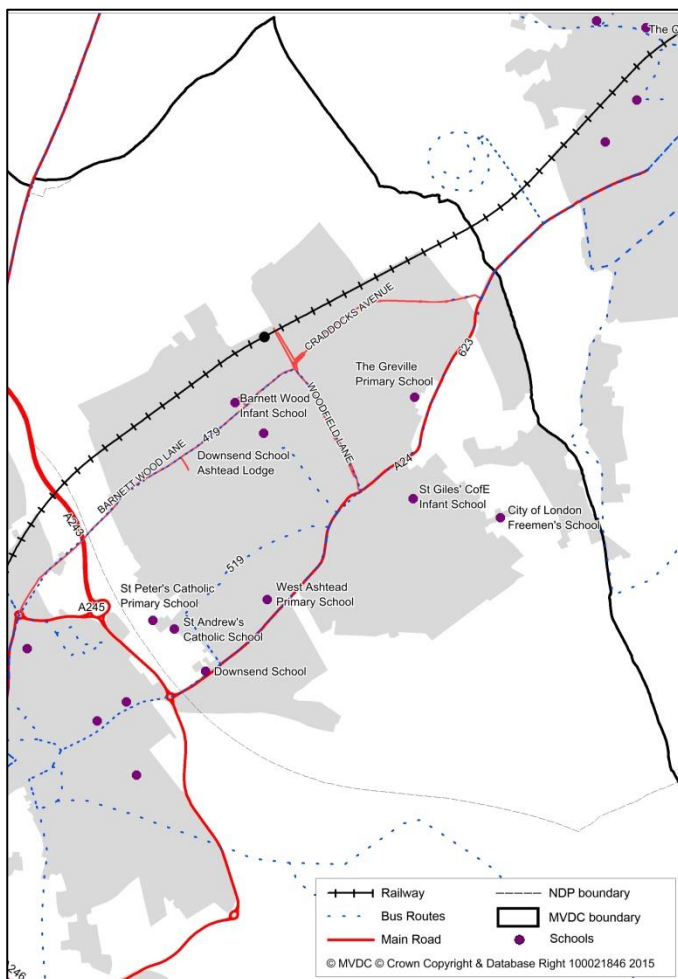


Figure 13 Transport Routes through Ashtead

There are no additional policies identified in this section because either the issues fall outside the scope of neighbourhood planning, or are covered by existing council policies. However this NDP identifies a number of projects which could help to meet the above objectives and which may be candidates for the neighbourhood portion of the Community Infrastructure Levy (CIL), once adopted. See Section 5 for details.



## 4.4 Environment

Ashtead is completely surrounded by Green Belt land which provides an abundance of natural and semi-natural greenspace, as well as land managed for agriculture and equestrian uses. To the north is Ashtead Common (an SSSI and NNR) and Ashtead Rye Meadows through which flows the Rye Brook which is in the process of being restored in order to reintroduce wild life and help offset local flooding (see detailed reports on both Environment and Infrastructure listed in Appendix 7). MVDC's policies manage flood risk and direct development away from flood plains. Within the built-up area to the north, on either side of the station, are the open stretches of Woodfield; to the east of the village may be found Ashtead Park, an area of historic parkland. Much of the built character of the village is that of roads lined with mature trees, hedges, grass verges along the wider roads and mature trees around the houses with larger gardens.

Although the impression of the village is of an overall green environment, a Mole Valley assessment



of all the open space, sports and recreation facilities in the village in 2007 stated that there was a lack of provision of parks and gardens in Ashtead. There are however, large areas of natural and semi-natural green space in close proximity that may cater for the needs of the community

Figure 14 Meadow Road, Ashtead

### 4.4.1 Recreation Facilities

The 2007 Mole Valley assessment designated a number of sports and recreation grounds within Ashtead as Strategic Open Space, thus providing a measure of protection to:

- Queen Elizabeth II Playing Field, on Barnett Wood Lane;
- Ashtead Cricket ground, Woodfield Lane;
- Ashtead Cricket Club pitches, Ottways Lane
- School playing fields at The Greville Primary and West Ashtead Primary

More recent research has shown that local sporting clubs are hard pressed for playing space. They are having to rely on using school playing fields when not in use by that particular school to help make up the shortfall or are having to go outside the village to neighbouring pitches.

## Neighbourhood Development Plan

The grounds of the remaining schools, City of London Freeman’s School, St Andrew’s and St Peter’s Catholic Schools, and Downsend Preparatory School provide important facilities that should be safeguarded as far as possible.

### Policy AS-En1: School Playing Fields

Proposals for the expansion of school premises should include the retention of playing field land for the use of the school for sports activities. Planning applications for the expansion of schools and associated facilities should also demonstrate that the retained playing field space has taken account of its potential for wider community use outside school hours.

MVDC’s Policy CS16 safeguards the provision of open space, sport and recreation facilities but it is recognised that difficult judgements sometimes have to be made about the balance between expanding schools and retaining open land for sport and recreation. The purpose of Policy As-En1 is to ensure that the benefit of such land to the wider community is taken into account when those judgements are made.

There is no obvious space for new sports and recreation facilities within the built-up area. However, outdoor sports pitches may be acceptable in the Green Belt in principle, depending on design issues.

#### 4.4.2 Green Spaces

Part of the character of the village is that a high proportion of the gardens are extensive with large



Figure 15 Grass verges at Hillside Road

numbers of trees and shrubs. A number of developments within the village have been designed to include communal landscaped areas of grass for the use of the local residents. Grass verges along the wider roads, tree-lined avenues and areas of grass at road junctions also add to the green environment of the village. All these are an important aspect of the character of the village and are valued by the residents. They should therefore be retained and new developments should be encouraged to follow in the style of the green environment of the existing area.

### Policy AS-En2: Amenity Space

Areas of amenity grass, grass verges, trees and hedges should be retained to maintain the open character of the village. Development proposals should retain significant trees and hedges with public amenity value wherever possible.

#### 4.4.3 The Built Character of the Village

As already stated, an MVDC Character Appraisal of Ashtead has identified ten character areas in the village. No area is built totally in one style and buildings range in size from original timber-framed cottages, to estates of houses built in the 1930s through to large Edwardian houses and yet the overall impression is of an attractive nature.



Figure 16 Parsons Mead

This mix has evolved organically over hundreds of years. There are many vestiges of the village being very rural where lanes are bounded by high hedges and large houses have appropriate large gardens with old established trees. The newest large development (Parsons Mead) has respected this sense of green space with the retention of its large trees and the provision of significant areas of grass. This mix of styles is an essential character of the village and the residents have expressed their wish that it is maintained by any new developments.

### Policy AS-En3: Retaining Character

All developments should be visually integrated with their surroundings and designed with regard to the character of the surrounding area (see also Policy AS-H5).

Larger developments of five or more houses should include a mix of building styles where that is appropriate to the character of their surroundings.

All developments should be designed to include gardens and/or green space that maintains or enhances the character of the local area.

Implementation of Policy AS-En3 will follow the guidance in MVDC's Built up Areas Character Appraisal for Ashtead.

## 4.5 Infrastructure

### 4.5.1 Primary Healthcare

Health facilities in Ashtead comprise Ashtead Private Hospital, GP surgeries at Gilbert House and St Stephen's House, dental practices at the Arch and Tudor House, eight Residential Care and three Nursing Care homes. Many of these facilities are close to capacity, with demand increasing due to a gradually rising and ageing population.

#### **Policy AS-Inf1: Improving Health Facilities**

Development proposals to extend primary care provision in Ashtead including any private medical services will be supported, provided the design and scale of the proposals is compatible with the character and amenities of the location. This will include permitting change of use of residential and/or commercial premises to support primary care provision where these proposed new facilities are in accessible locations which would meet local demand and where appropriate provision can be made for safe access and car parking.

The term Primary Care in policy AS-Inf1 includes dental practices, pharmacies and optometrists as well as medical facilities.

### 4.5.2 Improve Pedestrian Access at New Developments

There are many narrow roads with little or no paved walkways in Ashtead. These lanes are also poorly lit and present a hazard to pedestrian use. Some roads may not be wide enough to provide even a narrow footpath without affecting property boundaries.

#### **Policy AS-Inf2: Pedestrian Access**

The layout of new developments should incorporate improvements to the availability of safe pedestrian routes, where the opportunity arises and where this can be achieved in a manner which respects the character of the area and is compatible with the safe and effective management of the highway.

Any proposals for new footpaths should be designed in accordance with the guidance in MVDC's Designing out Crime SPD adopted December 2011.

Implementation of policy AS-Inf2 should be in conjunction with Policies AS-H5 and AS-En3 regarding the integration of new developments into the character of the surrounding area.

Developers should discuss any proposals to address the requirements in Policy AS-Inf2 with Surrey Highways Authority at an early stage, to ensure that their requirements are met.



### 4.5.3 School Access

Access to Ashtead's schools is a significant problem as they are located on narrow roads in residential areas. Whilst School Travel Plans attempt to alleviate the problems for residents, congestion and parking difficulties are a source of constant concern, particularly at school arrival and departure times. Particular examples are at the entrance to Barnett Wood Infant school on Barnett Wood Lane, The Greville Primary School along Stonny Croft and at Downsend, St Andrew's and St Peter's schools on Grange Road, West Ashtead Primary School on Taleworth Road and City of London Freeman's school on Park Lane.

No additional policy is needed, as this is already covered by existing MVDC planning policies.

### 4.5.4 Pedestrian Crossings

There is a lack of designated pedestrian crossings along the busy A24 north of the shopping area in The Street, Ashtead up to the boundary with Epsom and Ewell. A number of residents have requested that Surrey Highways Authority provides a designated crossing across the A24 between Bramley Way and Craddocks Avenue, and a reduction in the speed limit from 40mph to 30mph to improve pedestrian safety.

No specific NDP policy is required as this is a County rather than a District responsibility, but this has been added to the list of possible infrastructure projects in Section 5. It is recognised that the installation of pedestrian crossings will require the permission of, and additional funding from Surrey Highways Authority. It is also recognised that it would need to be clearly demonstrated to Surrey Highways Authority that there is a material need in terms of highway safety.

## 4.6 Valued Community Facilities

There are a number of buildings and facilities in Ashtead that provide significant benefit to the local community. These facilities, including their parking areas are well used by local residents, with Ashtead Peace Memorial Hall and St Michael's Church Hall facilities in particular often fully booked many months in advance. The library is in regular use by all age groups and provides an important service to the local community. A number of these facilities are used by local groups to provide social, educational and sporting opportunities for local residents that contribute to their wellbeing and development. The facilities identified are:

- Ashtead Peace Memorial Hall, Woodfield lane
- Public Car Park, Woodfield Lane
- The Public Library, Woodfield Lane
- Ashtead Cricket Club Pavilion, Woodfield Lane
- St Michael's Church Hall, Woodfield Lane
- Ashtead Station Car Park, Woodfield Lane
- The Scout Hall, Woodfield
- Ashtead Football Clubhouse, Barnett Wood Lane
- Ashtead Youth Centre, Barnett Wood Lane
- St George's Church Hall, Barnett Wood Lane
- The Guide Hall, Barnett Wood Lane
- Ashtead Baptist Church, Barnett Wood Lane
- Ashtead Squash and Tennis Clubhouse, Skinners Lane
- Ashtead Cricket Club Pavilion, Ottways Lane
- St Giles' Church Hall ("The Dell" - under construction), Park Lane
- Public Car Park, Grove Road

The list includes private member clubs that are available for hire by local community groups and excludes any commercial premises.

### **Policy AS-Inf3: Valued Community Facilities**

Any proposals that result in the loss of the valued facilities listed in section 4.6 of this Plan, including any change to their associated parking areas, will be resisted unless it can be proved that there is no longer any need for those facilities, as required by Policy CS17 of the Mole Valley Core Strategy 2009.

Proposals for the expansion or improvement of these facilities to meet local demand will be supported, provided their design and scale is compatible with the character and amenities of the location.

Ashtead Neighbourhood Forum



Neighbourhood Development Plan

See also Policy AS-Ec2: Existing Public Houses, which are also to be treated as Valued Community Facilities.

## 5 Community Infrastructure Levy

MVDC is in the process of introducing a Community Infrastructure Levy (CIL), which is expected to be in place before this NDP is adopted.

Under the CIL (Amendment) Regulations 2013, once an NDP is adopted, 25% of CIL receipts arising from development within the Ashtead Neighbourhood Area are to be spent in consultation with the community, to deliver projects which address local infrastructure needs.

### 5.1 Local Projects

The following policy lists priorities identified through the evidence gathered for this NDP, to inform future discussions on how the neighbourhood portion of any CIL receipts should be spent. At this stage, these are not firm proposals and the list will develop as infrastructure needs are identified by the community. Decisions on which projects are prioritised for CIL funding will be made by the community in conjunction with MVDC, which holds the funds on behalf of Ashtead. Any projects so agreed would be subject to detailed design and approval by the appropriate authorities, including MVDC and the Highways Authority.

#### **Policy AS-Inf4: Infrastructure Priorities**

The following projects are identified as local priorities for infrastructure improvements, which should be considered by MVDC, in consultation with the Ashtead community, for funding through the neighbourhood allocation of the Community Infrastructure Levy:

- Provide public toilet facilities adjacent to the Queen Elizabeth II Playing Field, either at the Old Pavilion off Greville Park Road or near the Youth Centre.
- Install Real Time Passenger Information at the following bus stops in the village: on the north side of The Street and on both sides of Barnett Wood Lane, by Ashtead Pond.
- Improved parking outside the shops on Barnett Wood Lane.
- Improvements to pedestrian access on narrow roads with no paved footpaths, where consultation with local residents suggests that this would be supported, where there would not be an adverse impact on the character of the area and where Surrey Highways Authority's Road Safety Audits demonstrated that both vehicular and pedestrian safety could be ensured.
- Projects to promote and improve safe cycling routes, taking a holistic view of cycle links both within Ashtead and to Epsom and Leatherhead town centres and schools.
- Provide a pedestrian crossing across the A24 at or near the junctions of Farm Lane and Bramley Way, subject to permission and availability of additional funding from Surrey Highways Authority.
- Improve signage to public car parks such as at Grove Road and adjacent to Ashtead Peace Memorial Hall, to encourage use of car parks and minimise on-street parking and subject to permission and availability of additional funding from Surrey Highways Authority.





The Infrastructure Report identified a lack of public toilet facilities at the Queen Elizabeth II Playing Field which is a well-used recreational facility serving the village.

Although the bus routes serving Ashtead are only able to run along the main roads through the village, encouragement for more to use them could help relieve some of the pressure on the roads during the day. Installation of Real Time Passenger Information displays at the two stops by Ashtead Pond, and on the north side of The Street would be of benefit to those already using the buses but could possibly persuade non-users to have some confidence in using the system.

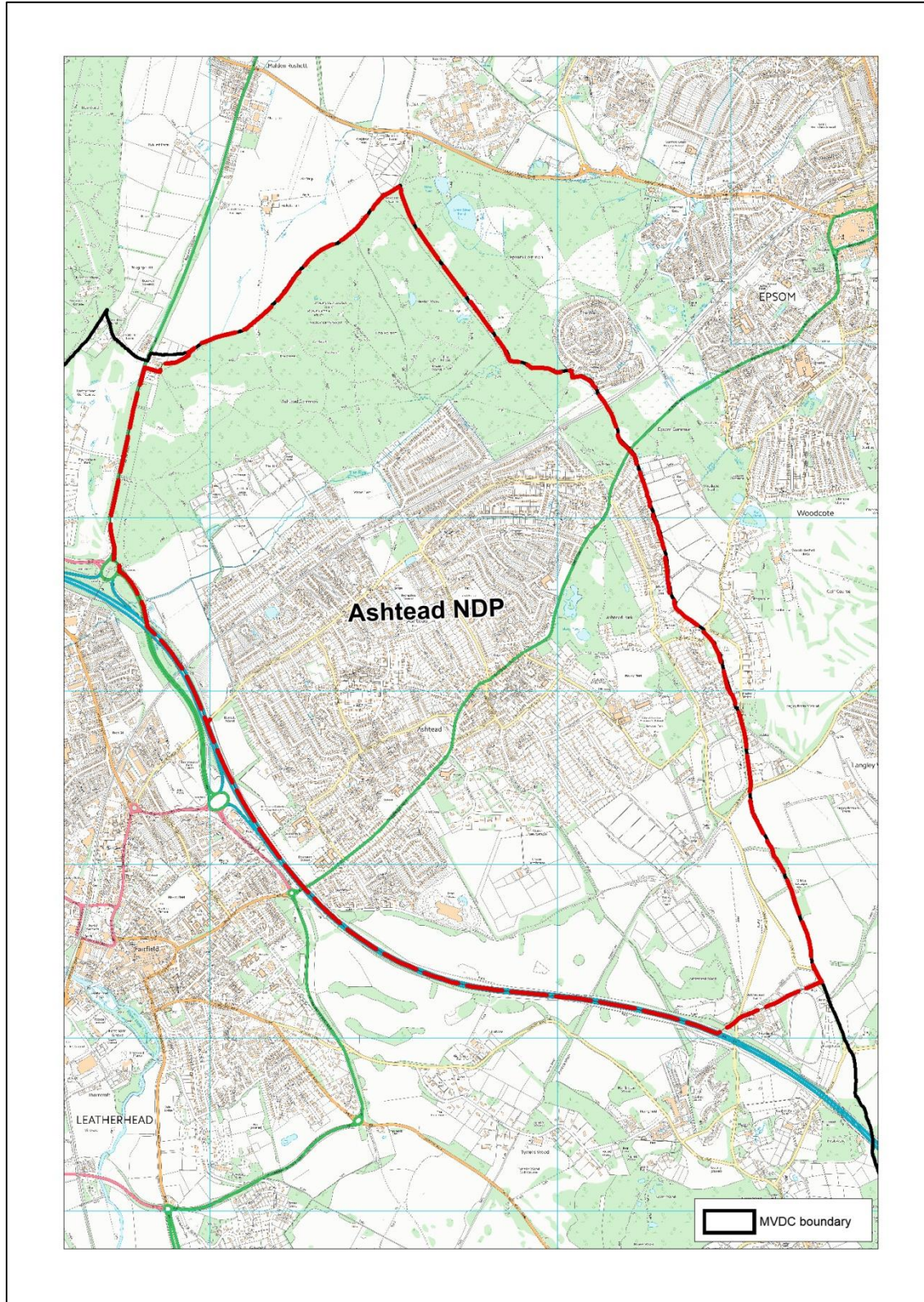
During public consultation on this NDP, responses to proposed policy AS-Ec1 included many comments to the effect that parking outside the shops in Barnett Wood Lane is a significant issue and a hindrance to more frequent use of these shops. Discussions are already in progress between MVDC and local shopkeepers.

Narrow roads and lanes and a lack of footpaths along many roads may be found in Ashtead. The CIL could be used to help enhance footpath connections wherever the opportunity arises and where it is in keeping with the character of the area.

To help alleviate the pressure on the roads due to high car use, there is a need to improve and extend the present cycle routes, and particularly to encourage safe cycling to schools.

It is recognised that new issues and opportunities may emerge during the lifetime of the NDP, and this policy should not preclude consideration of other infrastructure projects which have local community support.

## Appendix 1 – Map of Ashted NDP Boundary



Ashtead Neighbourhood Forum

Neighbourhood Development Plan



## **Appendix 2 – Outline Timetable**

Proposed Timetable for Earliest Approval of Ashtead NDP

Date	2016												2017											
	Jul	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Forum Approve Subgroup Reports			F																					
Prepare Draft NDP			F (24th)																					
Forum approve draft policies																								
Forum approve Draft NDP				F (14th)																				
Newletter to all residents						28th Dec to 17th Jan																		
Publish Draft NDP for consultation						18th Jan to 28th Feb - Open Meeting 6th Feb																		
Prepare Submission documents for MVDC - NDP, Compliance Statement and Consultation Statement																								
MVDC Prepare report for Exec							F (12th)																	
MVDC Exec Meeting 24th May to agree release for public consultation									⊖															
MVDC Publicity Period - starting after 5th May									F															
MVDC send NDP to Examiner										⊖														
Examiner reviews NDP and reports to MVDC																								
ACV respond to queries																								
MVDC prepare report for Exec																								
MVDC arrange for Referendum																								
ACV publicise Referendum																								
Referendum by Ashtead Residents																								
Adoption of Ashtead NDP																								

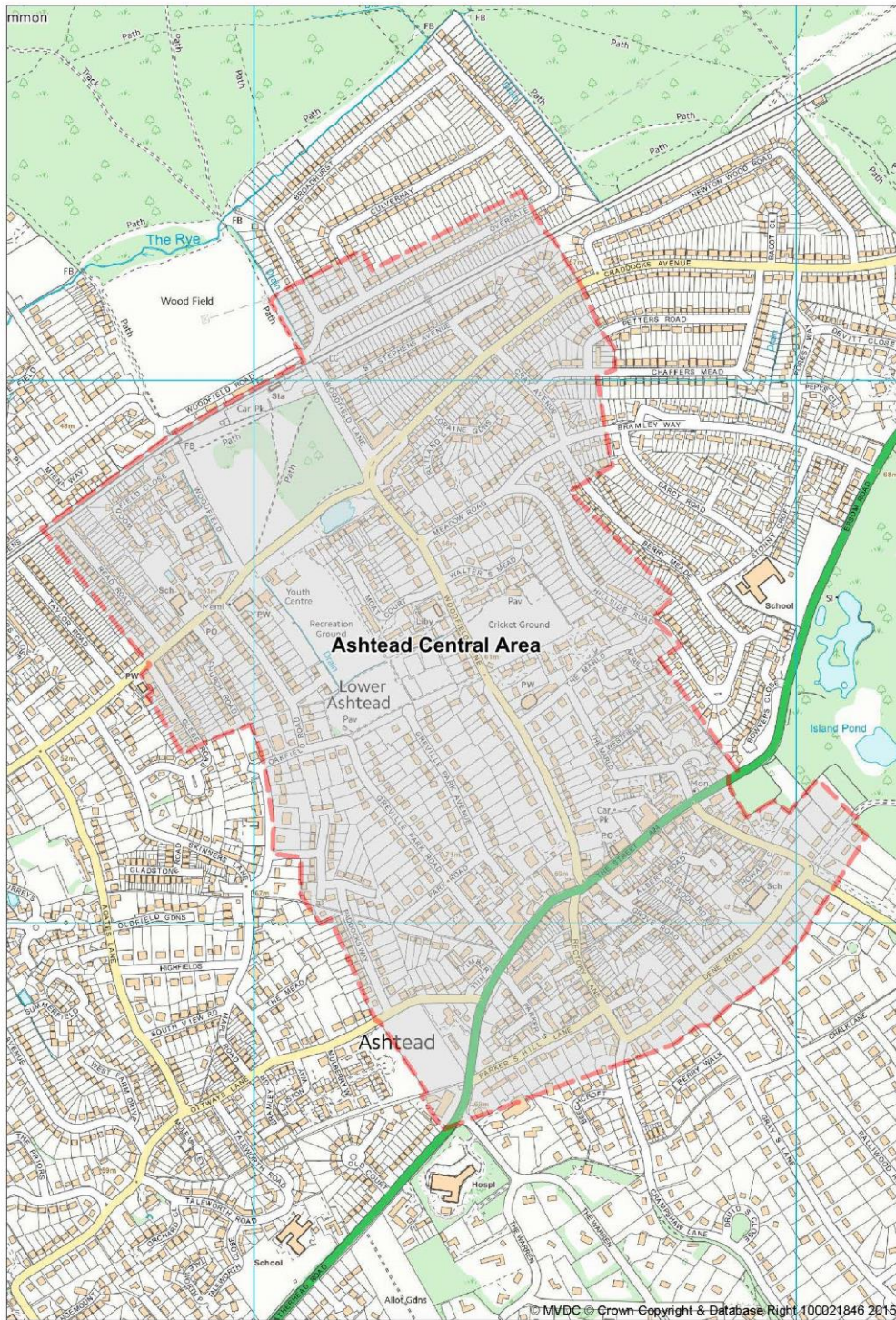
F - Forum Meetings

Other

MVDC

ACV

### Appendix 3 – Map of Central Area of Ashtead



## **Appendix 4 – Extract from Mole Valley Local Plan Appendix 11**

### **SITES ALLOCATED FOR DEVELOPMENT IN THE PERIOD 2001 - 2006 IDENTIFIED IN POLICY HSG5**

#### **1. Land at Murreys Court**

##### **(1.85 ha)**

Outline planning permission for the development of this site with 19 detached 4/5 bedroom houses lapsed in August 1990. Part of the site is currently used for grazing and the remainder forms part of the garden to the property known as Murreys Court. Murreys Court, a listed barn, several unlisted outbuildings and a cottage front Agates Lane. A high brick wall runs along the north end of the site's eastern boundary. The site is covered by a Tree Preservation Order. Development of the site will be expected to reflect the form and character of the adjacent housing development in The Murreys. The brick wall along the Agates Lane frontage should be retained. The cottage should be retained; Murreys Court and the adjacent outbuildings could be converted to small residential units. The listed barn should be retained and re-used. New housing development should not cramp the setting of the Listed Building. The Council will wish to see that as many as possible of the preserved trees are retained and incorporated into the layout of the site. Access to the site will be required to be provided from The Murreys. The junction of The Murreys with Barnett Wood Lane may need improving.

## **Appendix 5 – Mole Valley Local Plan Policy S5 and Mole Valley Core Strategy Policy CS8**

### **Mole Valley Local Plan policy S5:**

#### **POLICY S5 – ASHTEAD, BOOKHAM AND FETCHAM SHOPPING CENTRES**

In Ashtead, Bookham and Fetcham shopping centres, as defined on the Proposals Map:

1. proposals involving minor increases in shopping floorspace, in relation to the centre as a whole, will be permitted subject to other relevant considerations;
2. proposals involving the change of use of a shop (Class A1) to use for professional and financial services (Class A2) and/or food and drinking including takeaways (Class A3) will be permitted provided that:
  - a. they would not result in a concentration of such uses that would be harmful to the centre's vitality and viability as a local shopping centre;
  - b. they would not otherwise have an unacceptable impact on the character of the area;
  - c. they would not result, individually or cumulatively with existing premises, in nuisance and/or disturbance to neighbouring residents or in conditions prejudicial to road safety;
3. changes of use of shop units (whether or not they are used for retail purposes) to general office use (Class B1) will not be permitted.

### **Mole Valley Core Strategy policy CS8:**

#### **POLICY CS8 – ASHTEAD VILLAGE CENTRE**

Measures to safeguard and consolidate the role and function of Ashtead's retail centre will be encouraged. Proposals which would harm the retail function of the centre, detract from its vitality and viability or create an imbalance in the hierarchy of centres in the District will not be permitted.

## Appendix 6 – Where Can You Find More Information?

### *ACV Website*

The **ACV website** at <http://ashteadcommunityvision.org.uk/> contains all of the supporting evidence for this NDP in the form of a series of reports that describe the issues, evidence and conclusions. These are also referenced at Appendix 7. It also contains details of the publicity produced, the meetings and the other work that ACV has completed.

### *Mole Valley District Council*

The **Mole Valley Core Strategy Development Plan Document** (DPD) is underpinned by a comprehensive Evidence Base. This includes research carried out by the Council and where necessary by consultants. Topics covered by the evidence base include, for example, Settlement Hierarchy, Housing Needs, Employment, Open Space, and Flooding. The full list of documents can be found on the Council's website in the Local Development Framework section:

[http://molevalley-consult.limehouse.co.uk/portal/cs/cs\\_-\\_adopted\\_oct\\_2009/core\\_strategy\\_-\\_adopted\\_october\\_2009\\_1?pointId=906692](http://molevalley-consult.limehouse.co.uk/portal/cs/cs_-_adopted_oct_2009/core_strategy_-_adopted_october_2009_1?pointId=906692)

There is also a **Sustainability Appraisal Report** for the Core Strategy which includes baseline information on a wide range of social, environmental and economic indicators. It also indicates where this source information can be found and web links where possible. The Scoping Reports for the Dorking Town Area Action Plan and Land Allocations DPD also includes characterisation information at the local and district level. (An Ashtead-specific Baseline Sustainability Report and Appendices can be found on the ACV website.)

The Council publishes an **Authority/Annual Monitoring Report** which sets out developments and trends information for the previous year. The reports can be viewed at:

<http://www.molevalley.gov.uk/index.cfm?articleid=17342>

**Mole Valley and Me** provides a whole range of information at the local level and can be accessed from the Council's website home page. Using an address or postcode search, information on a locality can be seen including mapped information and links to the ONS small area profiles (Lower Super Output Areas). The mapped information includes local planning application history and a basic set of planning and environmental constraints. It can be accessed by:

<http://maps.molevalley.gov.uk/myproperty.aspx?atTxtStreet=rh4+1sj&tab=0>

**Interactive Proposals Map:** This map displays the planning policies from the Mole Valley Core Strategy and saved Local Plan at the time the Core Strategy was adopted (October 2009). It allows policy layers to be switched on and off and for the related policy text to be displayed. It does not



## Neighbourhood Development Plan

however show those other constraints which are not referred to in the Plans. The map is accessible from the Local Development Framework web pages or: <http://www.planvu.co.uk/mvdc/mvdc.php>

The Flood Zone extents on the map are at the date the Core Strategy was adopted. Current flood zones are viewable on the Environment Agency website (see below).

### *Surrey County Council*

**Surreyi** the County Council's comprehensive data resource provides access to the ONS small area local profiles. However it also provides access to data via a whole range of themes and topics and with much of the output data viewable as charts or on maps. This includes Indices of Multiple Deprivation 2010 data which ranks areas according to a range of deprivation factors (e.g. education, health etc.). The site also has information about the social and economic characteristics of a locality (based on consumer/market research data) from Experian's "Mosaic" data base.

<http://www.surreyi.gov.uk/mainmenu.aspx?cookieCheck=true>

**Surrey County Council Census Area summaries/profiles:** The County Council has produced a set of key population and household information from the Census. Whilst the summaries are not as comprehensive as the ONS small area profiles (accessed from "Mole Valley and Me" or "Surreyi") they do have the advantage of being collated at the specific small settlement, village or town area and which may be more meaningful and more readily understood than the Lower Super Output Area summaries. The profiles are also available at Ward and Parish levels.

<http://www.surreycc.gov.uk/environment-housing-and-planning/surrey-data-online/>

### *National Data Sources*

The Census information is still the main source of population and related information. There are two main sites to search for this information:

#### **1) The Office for National Statistics (ONS) website – Neighbourhood Statistics**

[http://www.neighbourhood.statistics.gov.uk/dissemination/LeadHome.do;jessionid=ac1f930cce6ee\\_c89fdd50614c09b77bd366f0a7ff12?m=0&s=1218721795632&enc=1&nsjs=true&nsck=true&nssvg=false&nswid=1001](http://www.neighbourhood.statistics.gov.uk/dissemination/LeadHome.do;jessionid=ac1f930cce6ee_c89fdd50614c09b77bd366f0a7ff12?m=0&s=1218721795632&enc=1&nsjs=true&nsck=true&nssvg=false&nswid=1001)

This site allows you to search for data on your locality at a range of area levels (e.g. ward, parish or output area) and by a range of themes. It includes Census data and other national data sets and surveys. Much of this information has been collated into area profiles or summaries for the smallest local area level (NB these profiles can also be accessed via the Council's Mole Valley and Me site and Surreyi). Information can also be accessed by drilling down through the specific topic/theme data tables.



## 2) nomis – Official Labour Statistics (National Online Manpower Information Service)

<https://www.nomisweb.co.uk/Default.asp>

This website provides access to both census and employment related statistics either through standard reports or searches using a “wizard” facility. Data can be saved to spreadsheets for further analysis. The Council has a short information sheet to explain how to access this information.

Additionally:

**Mid-Year Estimates** of current population are available from ONS but only at local authority level (albeit test data at ward level was published for 2007).

**Household and population projections to 2033** have been published by the government. The information is only available down to the local authority level.

### *Other Information Sources*

The following is a shortlist of other sites which may be useful:

1) Environment Agency website – see the interactive maps at the “What’s in Your Backyard” section:

<http://maps.environment-agency.gov.uk/wiyby/wiybyController?ep=maptopics&lang=e>

2) NHS - Health profiles: [http://www.apho.org.uk/default.aspx?QN=P\\_HEALTH\\_PROFILES](http://www.apho.org.uk/default.aspx?QN=P_HEALTH_PROFILES)

3) Natural England - Nature on the Map: <http://www.natureonthemap.org.uk/>

## Appendix 7 - References

The following documents are referenced from within this NDP and are available if required.

Name	Author	Date of issue
Housing and Traveller Sites Plan Status <a href="http://www.molevalley.gov.uk/index.cfm?articleid=17417">http://www.molevalley.gov.uk/index.cfm?articleid=17417</a>	MVDC	Jan 2014
Built Up Areas Character Appraisal – Ashtead <a href="http://www.molevalley.gov.uk/media/pdf/n/l/Ashtead_LDF_BUACA_access.pdf">http://www.molevalley.gov.uk/media/pdf/n/l/Ashtead_LDF_BUACA_access.pdf</a>	MVDC	23 Feb 2010
Core Strategy <a href="http://molevalley-consult.limehouse.co.uk/portal/cs/cs_-_adopted_oct_2009/core_strategy_-_adopted_october_2009_1?pointId=906692">http://molevalley-consult.limehouse.co.uk/portal/cs/cs_-_adopted_oct_2009/core_strategy_-_adopted_october_2009_1?pointId=906692</a>	MVDC	Oct 2009
Local Plan <a href="http://www.planvu.co.uk/mvdc/contents_written.htm">http://www.planvu.co.uk/mvdc/contents_written.htm</a>	MVDC	2000
Neighbourhood Planning <a href="http://www.molevalley.gov.uk/index.cfm?articleid=17343">http://www.molevalley.gov.uk/index.cfm?articleid=17343</a>	MVDC	2015
Ashtead Green Belt Boundary Review <a href="http://ashteadcommunityvision.org.uk/news-and-events/green-belt-boundary-review/">http://ashteadcommunityvision.org.uk/news-and-events/green-belt-boundary-review/</a>	ACV	2014
Ashtead Site Assessments <a href="http://ashteadcommunityvision.org.uk/news-and-events/site-assessment-consultation/">http://ashteadcommunityvision.org.uk/news-and-events/site-assessment-consultation/</a>	ACV	2014
Housing Report & Off-street Parking Paper <a href="http://ashteadcommunityvision.org.uk/acv-timeframes/housing/">http://ashteadcommunityvision.org.uk/acv-timeframes/housing/</a>	ACV	2015
Economy Report <a href="http://ashteadcommunityvision.org.uk/acv-timeframes/economy/">http://ashteadcommunityvision.org.uk/acv-timeframes/economy/</a>	ACV	2015
Transport Report <a href="http://ashteadcommunityvision.org.uk/acv-timeframes/transport/">http://ashteadcommunityvision.org.uk/acv-timeframes/transport/</a>	ACV	2015
Environment Report <a href="http://ashteadcommunityvision.org.uk/acv-timeframes/environment/">http://ashteadcommunityvision.org.uk/acv-timeframes/environment/</a>	ACV	2015
Infrastructure Report <a href="http://ashteadcommunityvision.org.uk/acv-timeframes/infrastructure/">http://ashteadcommunityvision.org.uk/acv-timeframes/infrastructure/</a>	ACV	2015
Baseline Sustainability Appraisal <a href="http://ashteadcommunityvision.org.uk/acv-timeframes/baseline-sustainability-appraisal/">http://ashteadcommunityvision.org.uk/acv-timeframes/baseline-sustainability-appraisal/</a>	ACV	2014

## Appendix 8 – Abbreviations

The following abbreviations are used within this document.

<b>ACV</b>	Ashtead Community Vision (the working group of the Neighbourhood Development Forum)
<b>APMH</b>	Ashtead Peace Memorial Hall
<b>CIL</b>	Community Infrastructure Levy
<b>DEFRA</b>	Department for Environment, Food and Rural Affairs
<b>GBBR</b>	Green Belt Boundary Review
<b>HTSP</b>	Housing and Traveller Sites Plan (Mole Valley District Council)
<b>IDP</b>	Infrastructure Delivery Plan
<b>LCA</b>	Local Conservation Area
<b>MV</b>	Mole Valley
<b>MVDC</b>	Mole Valley District Council
<b>NDP</b>	Neighbourhood Development Plan
<b>NNR</b>	National Nature Reserve
<b>NPPF</b>	National Planning Policy Framework
<b>ONS</b>	Office for National Statistics
<b>RTPI</b>	Real Time Passenger Information
<b>SA</b>	Site Assessments
<b>SAP</b>	Standard Assessment Procedure
<b>SCC</b>	Surrey County Council
<b>SNCI</b>	Site of Nature Conservation Interest
<b>SSSI</b>	Site of Special Scientific Interest