



WARDS OF BEARE GREEN, CAPEL AND COLDHARBOUR

Neighbourhood Plan

Neighbourhood Development Plan – Parish of Capel 2025 – 2039





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SECTION 1 INTRODUCTION

MISSION STATEMENT

To work with the community to deliver an appropriate and sustainable Neighbourhood Development Plan that will meet the immediate needs of the Parish of Capel and the expectations of future generations whilst respecting the individual characteristics of the three Wards.

To increase social engagement, bring all three Wards close together.

Encourage volunteers and new groups.

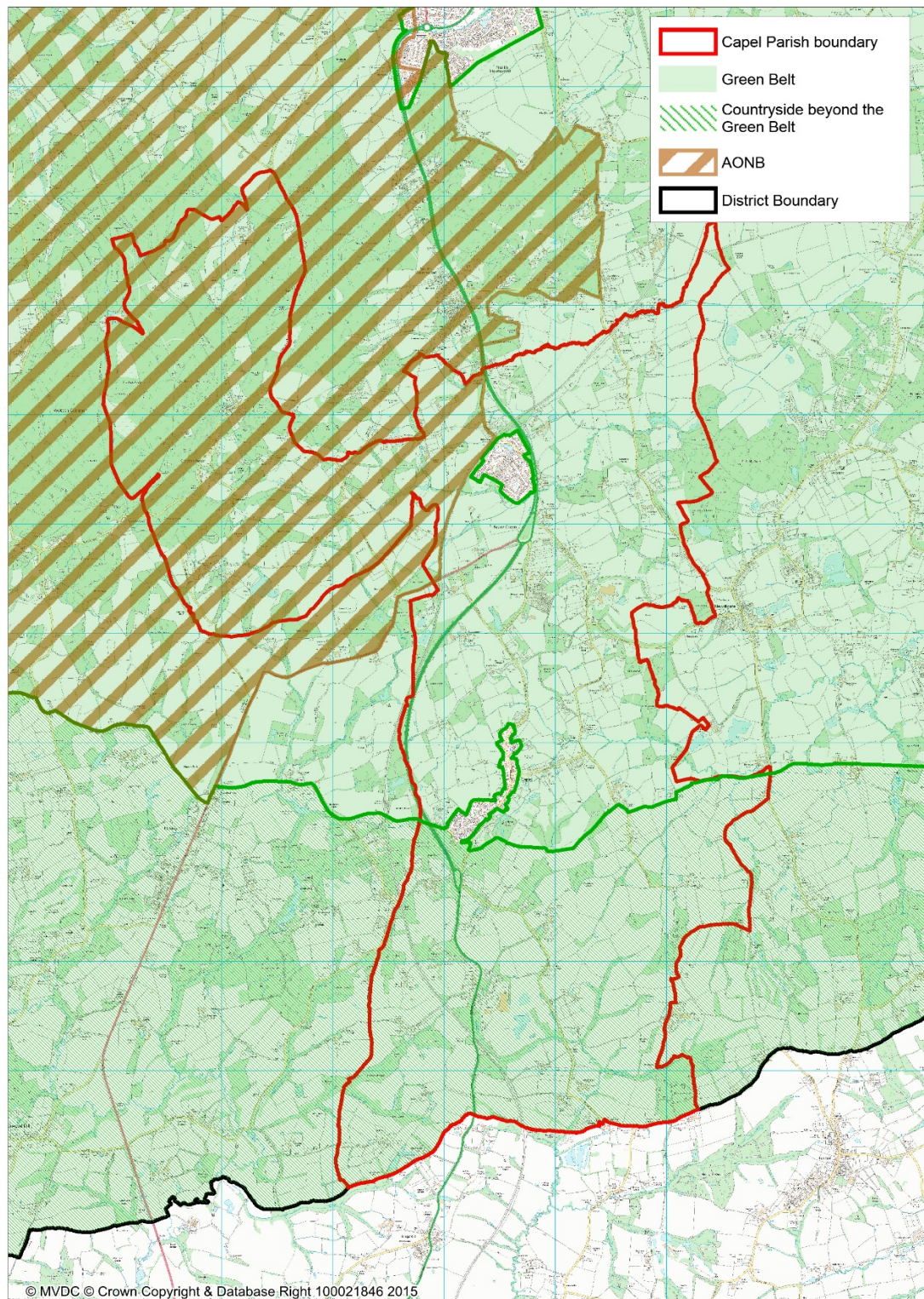
Engage young and old.



NDP area approved by Capel Parish Council and Mole Valley District Council. The Neighbourhood Development Plan was adopted in 2025.

Fig 1 Capel Parish

Capel Parish





INTRODUCTION

- 1.1 The Capel Parish Neighbourhood Development Plan (NDP) is a new type of planning document. The purpose of the Plan is to give local people more say about what goes on in their area. It forms part of the new approach to planning set out in the Localism Act 2011 (the Localism Act) that came into force in April 2012.
- 1.2 The NDP provides a vision for the future of the Parish and sets out clear planning policies to realise that vision until 2039.
- 1.3 The NDP has been developed through extensive consultation with the people of Capel Parish and others with an interest in the Parish.
- 1.4 An overview of the consultation is also contained in a 'Consultation Statement'. This fully accords with the requirements of the Localism Act and Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 [SI No. 637/2012]. Where appropriate, the NDP has been amended in response to consultation comments.

Details of this consultation are recorded in a series of reports which may be downloaded from the NDP website.

How the Neighbourhood Plan fits into the Planning System

- 1.5 Although the intention is for local people to decide what goes on in their neighbourhoods, the Localism Act sets out some important basic requirements. One of these is that all Neighbourhood Plans must be in line with higher level planning policy, contained in:
 - The National Planning Policy Framework (NPPF) (at present 2025 but subject to ongoing Government review).
 - Local policy - the Mole Valley District Council's Core Strategy now superseded following the adoption of the MVLP up to 2039.

The Local Plan required Mole Valley District council (MVDC) to deliver 6381 dwellings by 2039 with 198 in Capel Parish.

An examination of the new Local Plan commenced in June 2022 and was adopted in November 2024.

- 1.6 The Localism Act allows the NDP to provide *more* than this number of houses and amount of employment land, but it does not allow the Plan to provide for less
- 1.7 The NDP gives local people the power to decide *where* new housing and employment should go, and how the Parish should change. Refer to the Local Plan 2024 – 2039.



- 1.8 Deciding where new housing and new employment should go is an important part of the NDP, it is about much more than this. The Plan is a strategy for the Parish as a whole. It looks at a wide range of issues, including:
- how new employment should support villages (sustainability)
 - whether new community facilities are needed and where they should go
 - how walking and cycling around the Parish should be improved
 - what open space new housing should contribute to the Parish
 - encouraging Capel to become a 'greener' community
- 1.9 This Plan is divided into the following sections:
- **Section 2: Background to the Parish of Capel**
 - A brief description of the Parish
 - The issues that have influenced the vision
 - **Section 3: The Future**
 - The Vision Statement and Core Objectives
 - The future vision for the Parish of Capel
 - **Section 4: Neighbourhood Plan Policies**
 - Policies to support the overall vision.
 - **Section 5: The Allocation Policies**
 - Site-specific policies for the allocated sites approved following the adoption of the MVLP until 2039
 - **Section 6: The Villages of the Parish**
 - Brief history and description of each ward
 - **Section 7: Supplementary Documents**
- 1.10 This entire document forms the Neighbourhood Development Plan for the Parish of Capel under the Localism Act, whereas Sections 4 and 5 form the Policies of the NDP.
- 1.11 The large amount of background information that has helped to produce the NDP is known as the evidence base. A document, Capel Neighbourhood Plan: Evidence Base Schedule, is included at the end of this document. This provides an overview as well as explaining the options that were considered during the production of the NDP.
- 1.12 An aim of the NDP is to enhance the natural resources and the environment in the Parish by having specific regard to its air, water and soil.
- 1.13 A further aim is to promote a sustainable Parish community, which will be:
- **Active**
 - **Environmentally sensitive**
 - **Well designed and built**
 - **Thriving**
 - **Fair for everyone**



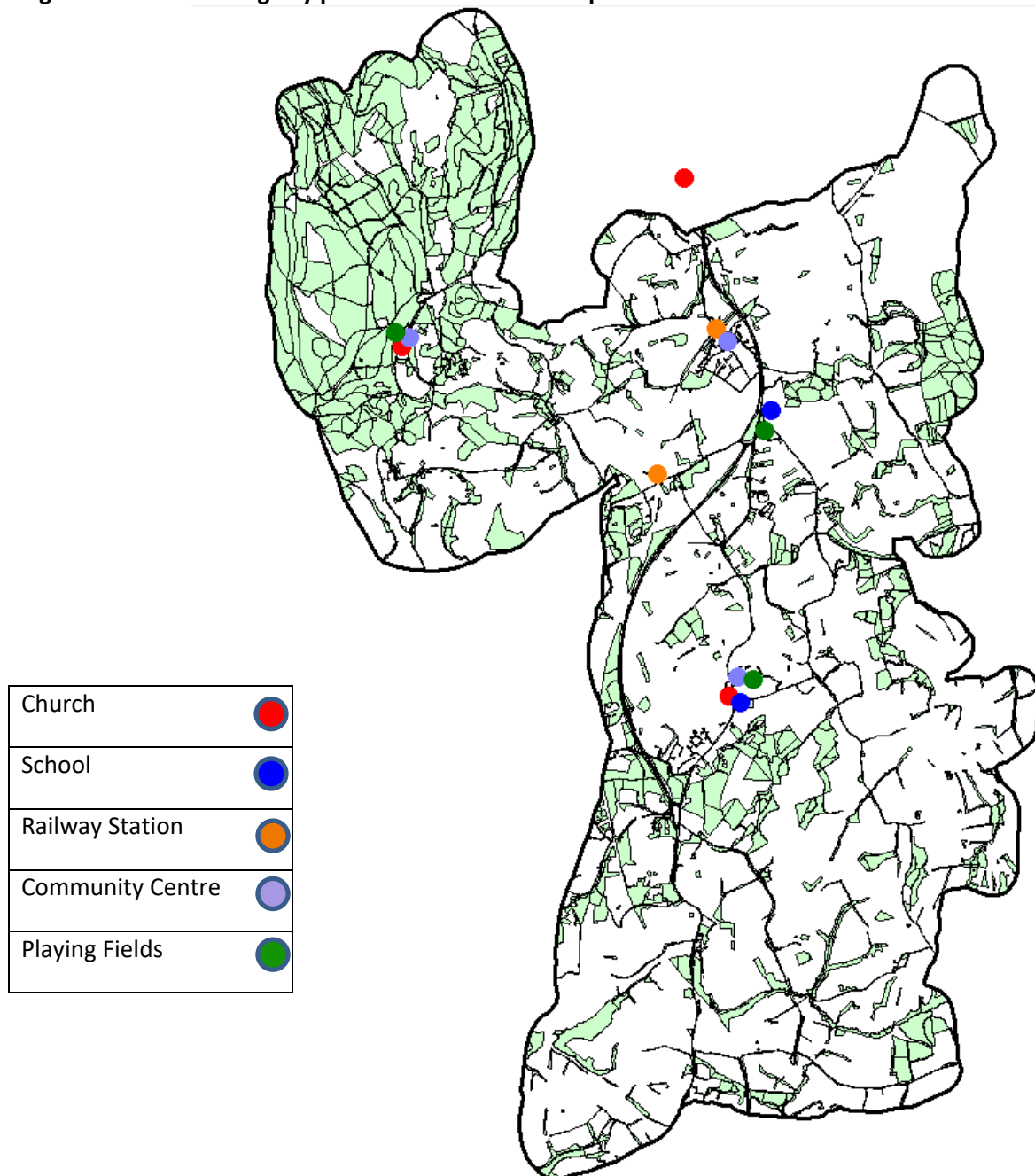
WARDS OF BEARE GREEN, CAPEL AND COLDHARBOUR

Neighbourhood Plan

SECTION 2

PARISH OF CAPEL

Figure 2 - Plan showing key places in the Parish of Capel





ABOUT CAPEL PARISH

- 2.1 Understanding the Parish is the starting point for producing a good Neighbourhood Plan. This is because the revised Capel Neighbourhood Plan is an opportunity to plan the Parish's future. What are the problems that the Plan could address? What are the opportunities the Plan could make the most of?

The Parish Today

- 2.2 A wide range of issues have been considered in producing the Plan. These can be grouped under five themes:
- Housing
 - Working and shopping
 - Getting around
 - Leisure and wellbeing
 - Environment, sustainability and design quality

Housing

- 2.4 The Parish of Capel has a population of around 3,500 people.

A review of available housing data shows that there is:

- A high level of home ownership and correspondingly low proportions of social and private rented housing
- A wide choice of properties apart from flats
- A high supply of 3 and 4-bedroom properties

- 2.5 Consultation with local people in 2024 has revealed concerns about the affordability of housing in Capel, particularly for young people and families. People are also concerned about there being a range of housing types available – the perception is that many new developments are skewed towards larger dwellings.

A balanced housing mix has now been adopted in the local plan. Affordable housing should comply with Policy H3 of the Mole Valley Local Plan 2024 which details a housing mix.

Working and Shopping

- 2.6 The Parish is generally an affluent area. However, there are areas of the population who live in areas identified as 'concentrated' social housing in Beare Green and Capel.
- 2.7 There are high levels of commuting out from the villages through a combination of transport methods. To the north and south public transport (rail and bus services) facilitates access to Dorking and Horsham. Rail transport via these two towns provides indirect links to Gatwick and Crawley, two significant employment centres.



2.8 What facilities are provided within the Parish of Capel?

2.8.1 Shopping

The facilities in Beare Green and Capel meet the local needs of the communities, albeit in a limited and basic way. In Coldharbour, a local shop, linked to the village pub, opened in early 2017, which will benefit the village.

2.8.2 Offices/Businesses

A number of local businesses with a particular emphasis of work/home activities exist in the Parish. Local rural community “sustainable best practice” will ensure that any new development contributes to the economic vitality of the area.

2.8.3 Agriculture

The three villages are set within an agricultural environment, including land occupied by the Forestry Commission.

2.8.4 Getting Around

Walking is an important mode of transport - being just as essential as the motor car and public transport. Bus stops are usually accessed on foot. About 80% of rail travellers arrive at or leave Holmwood railway station (at Beare Green) on foot, with a lower percentage at Ockley (used by Capel residents) due to its more remote location.

2.9 The National Planning Policy Framework (NPPF), promotes sustainable transport. The NDP will also embrace the objectives set out in the NPPF concerning the availability and opportunities for public transport, local car ownership and the need to reduce high vehicle emissions.

2.10 The village cores of Capel and Beare Green generally provide easy and safe walking on pavements, as they are fairly flat and compact. Coldharbour is much more undulating and has no pavements. All parts of the Parish connect well with the adjacent countryside through a network of rural roads, footpaths and bridleways

2.11 These same characteristics also make Capel Parish suitable for cycling - with the exception of the A24 dual carriageway. There are few cycle routes, with most cyclists using streets to get around.

2.12 The evidence shows that bus services and access to them appears to be relatively poor. This must be balanced against the fact that this is a rural area and the current service through Beare Green and Capel Village runs approximately hourly during the day, seven days per week. The railway stations serving the Parish are Holmwood at Beare Green and Ockley near



Capel. Poor cycle and bus access to the stations are identified as problems by local people, as are car parking facilities for commuters.

Leisure and Wellbeing

2.13 A survey of facilities included an overall satisfaction in the provision of sports, play and shopping facilities (see 2.15).

2.14 Capel village has a very active community life, represented by many different groups and organisations. The perception identified at public consultations is that most of the existing community facilities are of small to medium capacity.

(i) Community Facilities (Village Halls)

All three villages benefit from community facilities, the extended village hall at Beare Green incorporating a 'local' library. All three are used and managed by community groups.

(ii) GP Services

In recent years the Leith Hill Practice has consolidated in Capel providing a range of medical services, including a pharmacy. A satellite surgery is located at South Holmwood (outside the Parish of Capel) but is lacking in space, car parking and is away from the main population centre within the Parish at Beare Green and lacks good public communication connections.

(iii) School Capacity

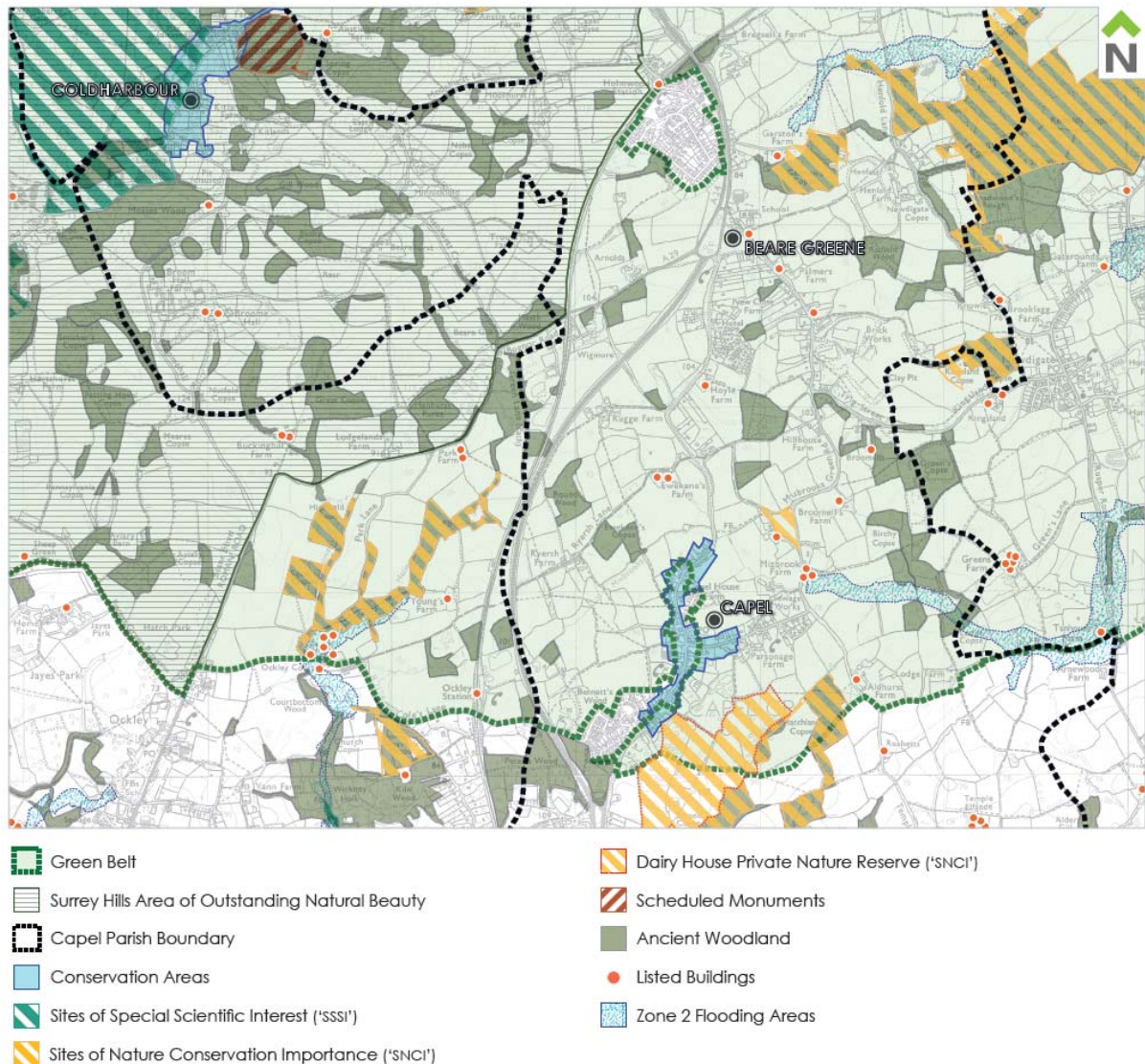
The Scott Broadwood Primary School in Capel meets the sustainable numbers required for the community. The Weald Church of England Primary School in Beare Green provides schooling for pupils aged between 4 and 11 years. It has a wide catchment area, but priority should be given to children living in the parish.

The Neighbourhood Plan will seek to ensure the protection of the schools and the school playing fields at The Weald from redevelopment.

Both schools have capacity to meet the present and projected future needs of the community and are crucial to the sustainability of the villages and their environs.



Figure 3: Map of Parish showing character of the natural environment.



Environment, Sustainability and Design Quality

Environment

- 2.16 The Parish generally has a high-quality environment. Capel and Coldharbour have at their heart Conservation Areas, whilst attractive landscape, including good open spaces and parts of the Surrey Hills Area of Outstanding Natural Beauty (AONB), surrounds all the villages.

Flooding

- 2.17 Flooding is a regular issue in and around Capel and Beare Green. Sustainable drainage systems (SUDS) should be applied to new development in order to achieve a positive impact on local water resources and supply; the implementation of water use efficiency measures; re-use and recycling; minimisation of water extraction and pollution, together with the fostering of sustainable water and sewage management in the landscape. This is a key sustainable objective of the NPPF.



Open Space

- 2.18 Capel and Coldharbour benefit from having recreation land and playing fields within the villages. Beare Green also has an area for sport and recreation but is separated from the village environment being located east of the A24. These areas are identified in the respective village settlement plans.

The proposal for designating site to include recreation land related to the village community is therefore seen as a significant benefit to be generated by the developers and remain in the Green Belt.

Historic Landscape

- 2.19 Leith Hill is an historically important landscape. It is also designated as an AONB. To the south of Capel, several Sites of Special Scientific Interest (SSSI) exist. The landscape character has regard to a complex topography of ridges and valleys, woodland, including Ancient Woodland (woodland that has existed continuously since 1600 or before) and rural lanes all contributing to the landscape and, particularly in Coldharbour, a sense of tranquillity.

Character and Heritage

- 2.20 The villages comprise a number of broad character areas that make up the built environment of the Parish. These are based on an analysis of the Parish. Its heritage is emphasised by Conservation Areas, Listed Buildings, and the distinctiveness of the three villages, lanes, landscape, arable and pastoral fields, hedges, trees and woodlands.

Capel and Coldharbour Conservation Areas

- 2.21 These “character areas” make a significant contribution to the Parish as a whole. The areas were reviewed as part of the Landscape and Sensitivity Assessment (the CSA Report – April 2016). The only recommendation by CSA is to extend the Coldharbour Conservation Area to include Anstiebury Fort. This has not been implemented but remains as an objective.

Surrey County Council Heritage Conservation support the inclusion of the Fort within the Coldharbour Conservation Area which will improve its protection as a scheduled Monument. It is also recommended by Surrey County Council to examine the wider context of the site to establish **“view corridors both to and from the Monument, to protect and enhance its rural character in the future.”** (September 2016).

An application will be made to Mole Valley District Council to extend the Coldharbour Conservation Area.

Landscape (General)

- 2.22 Land to the west of the A24 and north/west of the A29 rises towards the Surrey Hills AONB and is the highest point in Surrey. However, to the east the landscape is more variable, although Capel village is well contained visually to the south/east by rising land and the designated Dairy House Private Nature Reserve (see MVLP). See Fig 3.



Housing

2.23 The following provisions for housing are:

- A limit to the number of new homes on any one site
- New housing needs to be integrated on smaller sites
- New homes should be spread over several sites
- Affordable homes to buy or rent
- Smaller homes (3 bedrooms and fewer) to meet MVLP criteria.

Objective: Integrate new housing with a range of accommodation including bungalows.

Objective: Provide a greater range of affordable housing. (Refer LP Policy)

Objective: Provide a range of different housing types across all tenures. (Refer to LP Policy).

Working and Shopping

2.24

- Retaining shops in the village
- A shortage of good quality new employment space
- New employment sites should include a mix of uses

Objective: Support village shops

Objective: Provide new employment.

Getting Around

2.25 What is requested by the community

- More footpaths/cycleways needed to extend and link into the countryside
- Create new bridleways
- Create cycle routes to Ockley and Holmwood railway stations
- Improving connections between the villages and the surrounding towns
- Planning public transport services should work together
- The impact of more traffic from new homes
- Parking in the villages
- Management of traffic speeds in the villages

Objective: Connect new housing with good pedestrian, cycle and bus connections

Objective: Improve existing pedestrian and cycle connections

Objective: Improve connections to surrounding destinations

Objective: Plan public transport to better meet users' needs

Objective: Ensure car parking within Beare Green supports the viability of the railway.

Objective: Manage tourism issues in Coldharbour.



People and Vehicles/Streets and Surfaces

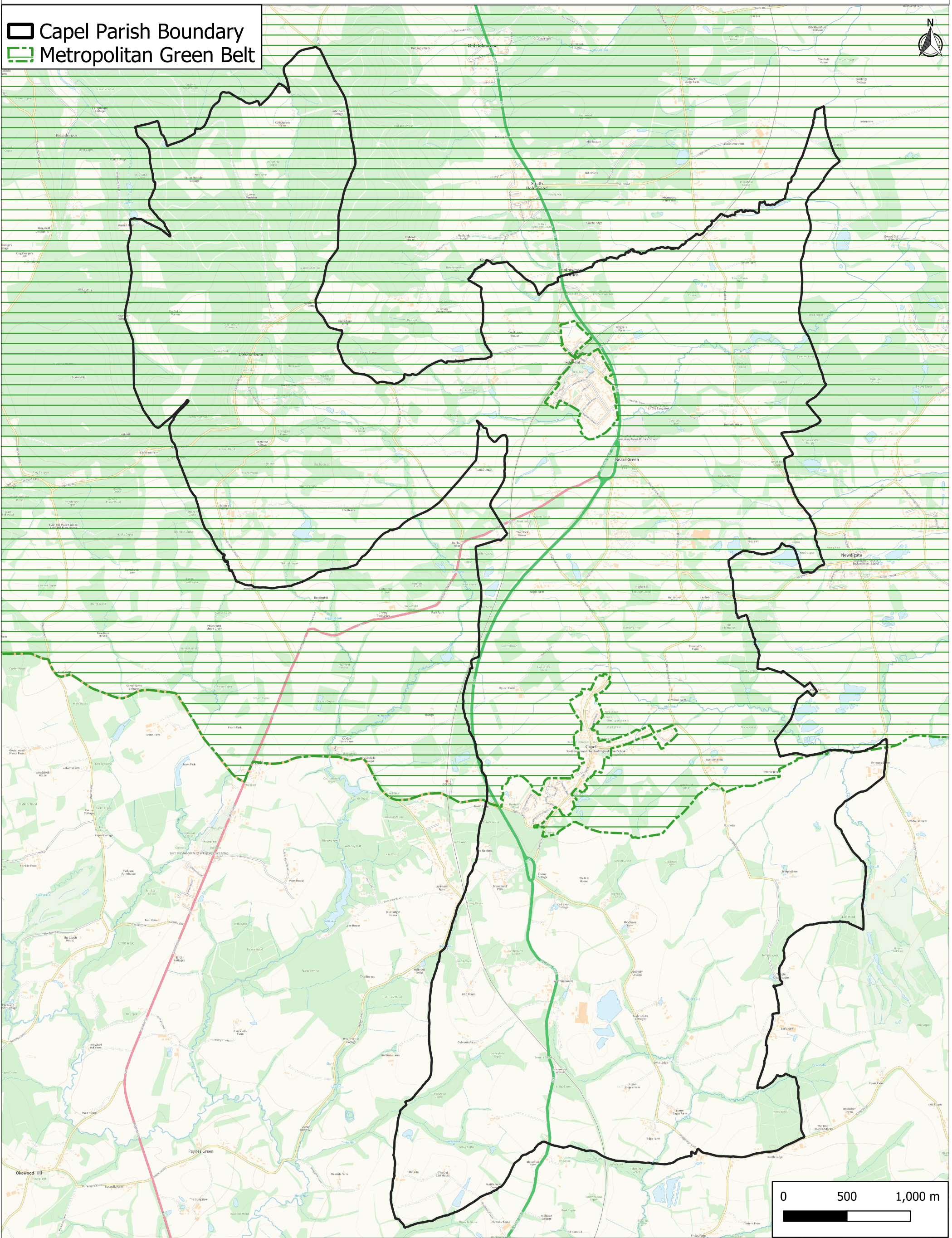
- 2.26 The streets in Coldharbour and Capel have an intimate character lacking definition of its “Public Realm”. In Capel, high levels of traffic movement and on-street parking detract from its intimacy. In Beare Green, the narrow streets are also dominated by on-road parking although the impact is less given the more “urban” nature of that part of the village.
- 2.27 Children need the area to be safe and accessible, as do people with restricted mobility. The constraints are shaped by existing development along The Street, existing routes and movement patterns.
- 2.28 The Neighbourhood Plan seeks to provide solutions to these identified problems but will have regard to:
- The existing qualities of the streets
 - Vehicular movement, including public transport; school transport, commercial and public service vehicles
 - Constraints and opportunities
 - Access provision for cars, pedestrians, cyclists, horse-riders, people with disabilities
 - Rights of Way
- 2.29 The objective will be to reinforce ‘a sense of place’ to add to and enhance the amenity of the village through ‘street remodelling’ with a strong visual boundary.
- 2.30 The new features to be incorporated will include:
- Priority vehicle hierarchy
 - Dropped kerbs/at grade
 - Discreet parking
 - Avenue-style planting to create a boulevard along The Street
 - EV charging points within developments


The aim will be to provide speed constraint features with a target maximum of 20 mph. The driver perception will aim to achieve an appropriate speed through strong visual elements rather than signage and artificial clutter. The restricted forward visibility is designed to generate caution. The target speed limit should therefore be self-enforcing.

Objective and Policy

- 2.31 To maximise enjoyment of the intrinsic qualities of the “public realm” throughout the Parish and achieve an improved environment for pedestrians and horse riders whenever they encounter motor vehicles.

Capel Parish Boundary and Metropolitan Green Belt



<p>Mole Valley District Council Pippbrook Dorking Surrey RH4 1SJ</p> <p>Telephone: 01306 885001 Website: www.molevalley.gov.uk</p>	<p>Scale: see Scalebar</p>	<p>Date: 12/05/2025</p>	<p>User: GIS</p>	<p>Department: Planning Policy</p>	<p> MoleValley District Council</p>
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SECTION 3

The Future Vision of the Parish of Capel

Introduction

The Plan outlines the future vision for the parish having regard to:

- Constraints and Opportunities
- Provision
- Key objectives



CONSTRAINTS AND OPPORTUNITIES

3.1 Leith Hill and the Surrey Hills AONB

These comprise areas of high landscape value/quality and lie within the Green Belt. No development can take place in these areas (reference CSA Landscape and Visual Sensitivity Report – April 2016). The prevailing character remains.

3.2 Walking Zone

This is the starting point for considering locations for sustainable development but should not be thought as definitive. A “twenty-minute walk” criterion could be applied on a general basis (*reference paragraphs 2.9-2.11*).

3.3 Bus Routes/Trains

The bus services are operated by Metro Bus (www.metrobus.co.uk) and Buses4U (www.buses4u.co.uk). The railway stations are also identified on the map in figure 1.

3.4 ‘A’ Roads

The A24 forms a strong edge to Beare Green Village to the east and definition to the setting of Capel Village to the west. Local people in Beare Green are concerned about the impact of the A24. It is not only difficult to cross, but the pedestrian and cycle links (east/west) are unattractive and are perceived to ‘form’ a barrier. The Weald School, village green and public house are all to the east of the A24.

The A29 Bognor Road also provides vehicular definition and is a key link to Coldharbour village from within the Parish, alternative routes being via Dorking.

DEVELOPMENT OPPORTUNITIES

Introduction

3.5 It is important to understand the technical opportunities and problems in and around the Parish should affect the location of new development. This provided the basis for making informed choices about where new development is located. Sites as part of the MV Local Plan have been considered for housing, employment and recreation by the Parish Council leading up to the December 2019 submission. They were supported by the Parish, accepted by Mole Valley and incorporated into the NDP.

3.6 Section 5 of the Plan allocates land for development. For each of the sites the information provided includes: -



- A plan showing the overall extent of the land allocated including open space and landscape buffers as well as the built development.
- An explanation of the 'Key Considerations' affecting the site including specific policy requirements including pedestrian, cycle and vehicular provisions
- NDP Policy requirements including the number of dwellings and any other allocations and land uses

3.7 Clearly defining residential density and publicly accessible open space.

Residential Density

3.8

Dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided.

3.9 The dwelling density capacity has been calculated based on gross site area.

3.10 Sites have issues of visual impact that will need to be mitigated by the way in which the development is designed. This must be reflected in the initial design work undertaken by developers in their master planning, a design brief and proposals for public consultation. Proposals for a Design Code for small sites will be supported.

Publicly Accessible Open Space

3.11 The Neighbourhood Plan identifies those areas of land within sites that should remain undeveloped as open space based on visual impact and relationship to existing landscape. For example, the existing hedgerows form the boundary between the area allocated for residential development and the area allocated for open space.

3.12 The Neighbourhood Plan policy requirement is to define the areas of open space as being 'publicly accessible.' This means that developers are required to provide public access through these open spaces as a policy requirement.

3.13 Public Open Space required by NDP Policy in the form of equipped playgrounds and informal play space must be provided within designated areas for housing defined as residential development so that they are easily accessible to residents and have regard to MV and FIT criteria.

3.14 Open Space and recreation provision and protection should have regard to the National Planning Policy Guidance and Framework (NPPG and NPPF) and the Fields in Trust (NPFA) guidance 2024.



3.15 Policy objectives will seek to provide statutory Green Spaces.

Potential Development Areas

3.16 Key objectives

- to improve the quality of new homes
- improve design and environmental standards
- deliver more affordable and low-cost market housing
- provide housing appropriate for families and those with disabilities
- provide for the delivery of sustainable development objectives
- deliver community benefits, including employment
- have regard to accessing public transport and other community facilities
- provide community space
- cut carbon emissions
- a design approach to deliver high-quality, well-designed housing

3.17 **Beare Green Sites**

DS5 Breakspear Farm

3.18 There are no sites allocated in Coldharbour for development.

3.19 The allocated sites are expanded upon in Section 5 of the Neighbourhood Development Plan what each site is allocated for and the Policy as approved in the MV Local Plan up to 2037.

3.20 Design requirements are expanded upon in Section 6 of the Neighbourhood Development Plan 'The Villages.' This will include details of a restrained palette of materials with subtle changes in composition, to strengthen the identity of areas and having regard to the prevailing local character are including Section 6 The Villages: -

- facing brickwork
- render
- tile hanging
- roof tiles
- boarding
- fenestration
- features (chimneys, porches, enclosures)
- roofs (dormer windows/Velux windows).



SECTION 4

NEIGHBOURHOOD PLAN POLICIES

Details the Neighbourhood Plan policies and objectives



NEIGHBOURHOOD PLAN POLICIES

Vision Statement and Core Objectives

4.1.1 The Vision Statement was developed with the local community. They form the foundation of the Capel Neighbourhood Plan.

Capel Parish villages must maintain their character.

4.1.2 The overwhelming view from local people is that the Parish of Capel's strength is that it is a "landscape sensitive" community substantially within the Green Belt and influenced by the Surrey Hills AONB. The Capel Neighbourhood Plan's overall vision must therefore be to maintain this rural character.

4.1.3 The Parish landscape is described as "sensitive". Small villages in the countryside act as a focal point for the surrounding community.

4.1.4 In order to define a vision and maintain the character of the Parish as a rural community a set of principles is required; accordingly, Capel Parish must:

- (i) continue to feel rural
- (ii) continue to have a close relationship with the open countryside around it
- (iii) retain its character
- (iv) continue to act as a centre for the surrounding area, not just residents
- (v) remain attractive to residents
- (vi) be sustainable

4.1.5 Looking at these five principles in more detail, achieving the vision means:

- **The Parish must continue to feel rural.** This is not just to do with numbers of people. Typically, we have a population of about 3,500 but other factors are important too such as the ability to move around safely on foot or bicycle.
- The villages of Beare Green, Capel and Coldharbour **must continue to have a close relationship with the open countryside around them.** Just as it does not take long to walk to the village centre, most residents live within about 15 minutes' walk of the surrounding open farmland and countryside. Compactness is important to a close relationship with open countryside.

4.1.6 The villages need to provide a range of different uses as well as housing – that is, employment, shopping and community facilities, including education. It is important that good car, public transport, walking, cycling and access to bridleways are provided so that people from elsewhere can get to them easily.

4.1.7 Neighbourhood Plan Policies relating to the individual villages of Beare Green, Capel and Coldharbour are detailed in the respective 'village' Section 6 of the plan.



The Core Objectives

4.1.8 The Core Objectives are grouped under five headings: -

- Housing
- Working and shopping
- Getting around
- Leisure and wellbeing
- Environment and sustainability

4.1.9 For each heading, there are some comments about the main issues raised at the public consultation events, followed by the Core Objectives that were developed from these comments.

The future vision for the villages in Capel Parish

4.2.1 The Plan provides for the overall future vision for the Parish. This plans for:

- sensitive residential infill and redevelopment proposals in Beare Green and Capel having regard to the settlement boundaries.
- new and improved connections in and around the villages

Community Facilities

4.2.2 The Plan identifies at Beare Green the new community facility large enough to hold 200+ people.

Connections

4.2.3 The future vision identifies the potential to improve existing pedestrian and/or cycle routes, as well as providing new ones:

- providing an improved pedestrian/ cycle route across the A.24, east/ west at Beare Green



The Policies

Introduction

EACH POLICY IS SET OUT IN A BOX

Explanatory text is provided for each objective.

Each objective is supported by several policies. These policies are highlighted in a colour representing its type.

The policies are supported by text that explains how and why the policy requirements must be met.

4.3.1 Section 1 of the Neighbourhood Plan sets out the overall vision for Capel Parish as a whole. It sets out the policies to support and deliver the vision. The policies are grouped under the following topics:

- Housing
- Working and shopping
- Getting around
- Leisure and wellbeing
- Environment, sustainability and design quality

4.3.2 Each topic has its own chapter. The chapters are structured in the same way for each topic with:

- a summary table setting out the policies, showing which Core Objectives they support
- each objective with explanatory text
- each objective is supported by a number of policies

4.3.3 The Policies of the Capel Neighbourhood Development Plan are

supported by the framework of the National Planning Policy Framework, in particular, through its core planning principle that a Neighbourhood Development Order will 'empower' local people to shape their surroundings, with succinct Neighbourhood Plans setting out a positive vision for the future of the area (Paragraph 17 NPPF).

4.3.4 The policies have regard to:

- (i) Delivering sustainable development
- (ii) Supporting a prosperous rural economy
- (iii) Promoting sustainable transport
- (iv) Delivery of wide choice of homes
- (v) Requiring good design
- (vi) Promoting healthy communities, in particular, the delivery of recreational facilities
- (vii) Protecting Green Belt land except in very special circumstances
- (viii) Conserving and enhancing the natural and historic environment.

4.3.5 The NPPF stated that ***"Neighbourhood planning gives communities power to develop a shared vision for the neighbourhood and deliver the sustainable development they need."*** These principles remain.

4.3.6 The Capel Villages Neighbourhood Development Plan policies will determine recommendations on planning applications to Mole Valley District Council.

4.3.7 Proposals for development within the defined Parish Borders shall have regard to the Landscape and Visual Sensitivity Appraisal for Capel Parish (The CSA Report).



4.3.8 The plan will adopt legislation to enable the grant of 'Permission in Principle' on sites allocated for development.



4. Housing

OBJECTIVE	POLICY
Provide new housing as required by the Mole Valley Core Strategy	CA-H1: Allocate land for up to 19 new homes
Integrate new housing into the Parish	CA-H2: Integrate allocated sites
Provide a greater range of affordable housing	CA-H3: Provide affordable housing (MVLP Policy H3)
Rural Exception Housing	CA-H4: Provision to be in accordance with Policy H4 of the MVLP criteria to be applied.
Housing Mix	CA-H5: A mix of housing shall meet Policy H9 of the MVLP.
Windfall Sites	CA-H6. Sites with 10 or more dwellings not identified in the MVLP.



CA-H1: Allocate land for new homes

The following sites are allocated for residential development:

- DS-5 Breakspear
- DS-19 Old Kiln Farm
- DS-20 Land at Hurst, Vicarage Lane
- DS-21 Capel House Farm
- DS-22 Redlands

Objective: Integrate new housing into Beare Green and Capel

Proposals for new housing must ensure that the new homes are well integrated with the existing villages. This integration could be achieved by several means including:

- good connections – short and direct routes for pedestrians and cyclists connecting to the rest of the villages and the village centres in particular
- good quality design that responds to the local character
- provide new facilities that can be shared with adjacent areas – e.g. open space – so connecting new and old together
- provide a good mix of housing types (MVL Policy).

The vision of the Parish is to ensure that the villages continue to feel ‘compact.’ This means that new housing should be well integrated, this will ensure that residents in the new homes feel integrated with the existing community. Dispersing new housing development across a range of sites will help

ensure that these sites are of a size that avoids dominating the local area.

4.4.1 Good connections may be achieved by providing:

- short, direct routes for pedestrians and cyclists connecting the new development to the rest of the settlement. This may include upgrading existing routes that connect to the development to make them attractive and safe for pedestrians and cyclists
- good access to public transport, by locating development as close as possible to existing bus routes and providing good pedestrian access to bus stops
- good permeability within the development area itself, so a choice of connections to the wider area is provided
- layouts that follow the design guidance for achieving good pedestrian environments
- incorporating the principle of ‘Secured by Design’ and ‘Planning out Crime.’

4.4.2 The community wants new homes to be integrated, and residents want to have a choice of modes of transport. character of villages detailed in Section 6 of the Plan.

**CA-H2: Integrate allocated sites**

Proposals for new housing should be designed so that the new homes relate well to each other both within the site and with the wider villages with specific requirements for each of the allocated sites.

The site specific requirements are detailed in Section 5 of the NDP “Allocated Sites” as approved in the review MVLP up to 2039.

4.4.5 Proposals for new housing must be of a high quality and design to reflect the character of villages detailed in Section 6 of the Plan.

Provide new facilities

4.4.6 New homes will bring additional demands to services such as healthcare and education, as well as community facilities. In addition, new homes will place a further burden on existing utilities infrastructure.

4.4.7 All proposals for new housing will therefore be required to demonstrate provision of appropriate new facilities on site and provision of, or contributions to, off-site facilities through Community Infrastructure Levy (CIL).

4.4.8 There are two types of new facility to which new housing must contribute:

- the first is for facilities that can be provided on site – for example, open space, play provision
- the second is for financial contributions to social and community facilities that will be provided off-site (CIL).

4.4.9 Open space requirements for each of the allocated sites are set out in Section 5. The aim of these requirements varies according to each site and includes:

- protecting areas of ecological value and extending areas of value such as the Dairy House Nature Reserve (SNC1)
- creating an appropriate edge to the village to make a transition between the built area and the countryside
- providing amenity space for future and existing residents

4.4.10 Open space on ‘windfall’ sites must also be provided in accordance with the minimum standards for sport and recreation defined in the Mole Valley Local Plan and the Fields in Trust (NPFA) ‘6-acre standard’ – 2025.

4.4.11 Developers of new residential development, including windfalls, will be expected to make financial contributions towards new and/or improved infrastructure.



Objective: Provide a greater range of affordable housing

4.4.12 The Capel NDP must be in line with the adopted Mole Valley Local Plan (2021 – 2037) or any subsequent policy. However, it is not just about numbers but the type of affordable housing – at the consultation, local people felt that the current approach of social rented and shared ownership dwellings was too narrow to meet local needs.

CA-H3: Provide Affordable Housing
Proposals for new housing should provide affordable housing in accordance with Policy H3 of MVDC Development Adopted Plan 2024. Affordable housing should be well integrated with market housing.

4.4.13 Affordable housing should generally be provided on-site and must be fully integrated with the market housing throughout the development. Affordable housing must be visually indistinguishable from the market housing.

4.4.15 A mix of dwelling types and sizes to meet the needs of current and future households is required. The Parish has a higher proportion of smaller units compared to the district as a whole.

New housing should be of a type and size that meets the changing local needs of residents over their lifetimes.



4.5. Working and Shopping

OBJECTIVE	POLICY INDEX
Support the Parish Shops	CA-WS1: Permit small shops on allocated residential sites
Protect and support existing employment	CA-WS2: Retain land in employment use



Objective: Support Parish Shops

4.5.1 Supporting village shops means more than looking after existing shops. It also requires that potential development sites are developed in such a way as to support the functioning and sustainability of the villages.

4.5.2 The telephone exchange site in Laundry Way should be redeveloped for housing/employment uses should it become redundant. This site is located within Capel village and has the potential, with appropriate redevelopment, to enhance employment or housing beyond 2026 but within the Plan's lifetime.

CA-WS1: Proposals will be supported for small retail units up to 100m² within each allocated residential site.

4.5.3 This type of retail unit is not intended to compete with the village centre shops but provide for immediate day to day needs of nearby residents by providing goods typically found in a local newsagent.

- The strategy shall have regard to upper floor accommodation where an independent access does not exist and cannot be provided
- Cases where there are insurmountable environmental factors which militate against continued residential use; or
- where an employment or retail use is proposed, providing that use would enhance the vitality and viability of the villages

Objective: Protect and support existing employment

4.5.4 Employment is important to securing a sound economic future for the Parish. Existing employment sites will be protected

CA-WS2: Proposals for the redevelopment of existing employment sites or of sites last in employment use for non-employment purposes will not be supported unless:

- the site is no longer viable for employment use; or
- the site is allocated for alternative purposes in the development plan

and supported by the Neighbourhood Plan.

4.5.5 Policy CA-WS2 has been designed to safeguard this important resource in the Plan area. It applies to sites currently in employment use and to those that are currently inactive or disused, but which were last used for employment purposes. Proposals for the redevelopment or change of use of redundant land or buildings in employment use must be marketed at a reasonable price for at least a year.

4.5.6 Planning applications for non-employment uses must be supported by evidence demonstrating the existing uses are no longer economically viable or sustainable.



4.6. Getting Around

OBJECTIVE	POLICY INDEX
Connect new housing into the wider area with good pedestrian, cycle, bus and rail connections	CA-GA1: New development should provide good pedestrian and cycle connections to the village centres and other local facilities
Ensure car parking within the villages	CA-GA2: Provide public parking associated with shops



Objective: Connect new housing into the wider area with good pedestrian, cycle and bus connections

This objective addresses several different issues:

- reducing reliance on the car by making walking and cycling convenient, and locating bus stops near new development
- supporting local shops by creating strong connections
- integrating new housing with the villages

CA-GA1: New development should provide good pedestrian and cycle connections to local destinations

Where appropriate new developments should be designed to provide pedestrian and cycle routes through the site, linking with pedestrian and cycle routes on its boundaries to achieve permeability, reducing reliance on vehicles. Employment sites and windfall housing sites should provide good pedestrian and cycle connections.

4.6.1 Good pedestrian and cycle connections are:

- short and direct
- designed as pleasant places to be
- overlooked by adjacent building fronts

Objective: Improve existing pedestrian and cycle connections within villages

4.6.2 The villages are well suited to walking and cycling. Improving connections between existing residential areas and the village

centres would increase support for the shops, reduce traffic and make them more sustainable.

4.6.3 A strategy for improving pedestrian and cycle connections related to new development, including the provision of internal cycle ways and footpaths, along with connections to key village destinations will be required.

Objective: Improve connections to surrounding destinations

4.6.4 The key destinations are Dorking and Horsham railway stations. There is strong local support for a cycle route to the local stations at Beare Green (Holmwood Station) and Capel (Ockley Station). Ockley Station is located close to Capel Village but west of the A.24. A safe pedestrian and cycle crossing linking to a cycle route east and west of the A.24 should be provided. Connections to the surrounding villages are important, especially as many of them rely on Dorking and Horsham for social, community and retail facilities.

4.6.5 Contributions will be sought for the design and delivery of a cycle route to Beare Green (Holmwood) and Ockley Railway Stations.

4.6.6 It should be possible to implement this policy within the lifetime of this Plan, the contributions will support other identified projects to improve pedestrian and cycle connections in and around the villages of Beare Green, Capel and Coldharbour.



Objective: Plan public transport to better meet users' needs

4.6.7 Buses do not synchronise well with rail services. Bus services on some routes are infrequent and do not provide for evening and weekend travel.

Encourage better planning of public transport

4.6.8 Capel Parish Council will liaise with the Highways Authorities and the bus and rail operators to encourage better planning of public transport.

Objective: Ensure car parking within the villages

4.6.9 Car parking is vital to support the shops within the villages. Demand for parking is likely to increase and there is a need for Capel Parish Council to ensure parking is provided.

CA-GA2: The following car parking areas associated with retail facilities at Beare Green and Capel (and shown on Inset Maps FIG4 and FIG5) will be safeguarded:

- Old Horsham Road, Beare Green
- The Street, Capel

Proposals for the redevelopment of these areas for other uses will not be supported.

4.6.10 Increases in car ownership creates 'congestion' with new housing developments due to changes in road hierarchy. This has a significant impact with the implementation of shared surfaces.



Figure 5 – Plan illustrating Car Parking Policy CA-GA2 for Beare Green

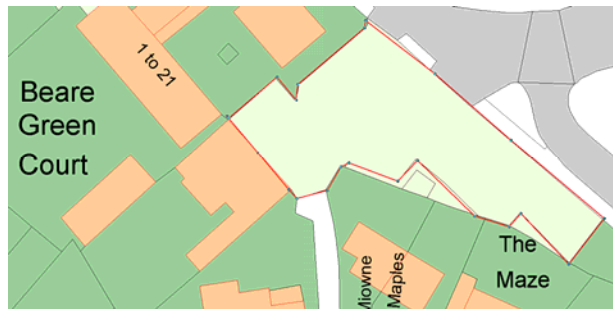


Figure 6 – Plan illustrating car parking Policy CA-GA2 for Capel





7. Community, Leisure, Wellbeing

OBJECTIVE	POLICY INDEX
To ensure the needs of the development for recreation and play are met	CA-CLW1: Appropriate standards for open space and play provision shall be made on all housing developments
Standards for play and sports facilities	CA-CLW2: Provision shall be in accordance with the Policies of the NPFA/ FIT (2024) and have regard to Benchmark Standards
The provision of facilities for play, recreation and sport	CA-CLW3: To protect, enhance and improve recreational facilities, including loss of school Playing fields



Objective: Provide a large community facility

4.7.1 The Parish has a very active community life, represented by many different groups and organisations. Capel Parish Council carried out an assessment of existing community facilities and this confirmed the perception identified at public consultation.

4.7.2 Developer contributions will be sought from all new homes towards the funding of community facilities.

4.7.3 Sites at Beare Green and Capel having potential for accommodating expanded community facilities:

- the Beare Green site as part of an expanded development

4.7.4 Given the vision of maintaining Parish village identity and character, it is important that facilities are located where they are easily accessible to everyone in the villages.

4.7.5 Capel Parish Council will liaise with the appropriate community/and sports bodies and local people to secure the delivery of new community facilities.

Objective: Ensure the Capel Neighbourhood Plan meets the needs of local people

4.7.6 Community involvement designed to understand local views about development proposals shall be carried out for sites allocated in this Plan by the Parish Council. Before any planning applications are submitted to Mole Valley District Council the applicants to undertake a public consultation.

The Parish Council will seek through its 'designated' element of CIL, contributions towards the provision of community, and sports/recreation facilities

4.7.7 Planning applications, strategies and other initiatives will be implemented when the sites are selected. Local people wish to ensure that their needs are addressed, so ongoing consultation that involves as wide a cross-section of the community as possible is required.

4.7.8 Community Involvement should include:

- an explanation of how the consultation was designed to reach a broad cross-section of local people
- a demonstration that a range of means was used to engage local people – for example, a variety of publicity and a range of ways of providing input (including the opportunity to provide web-based comments as well as attending events in person)
- a record of the views expressed by local people
- an explanation of how the proposals have responded to local people's views

Sports and play to be funded by developers.

4.7.9 The Parish Survey 2016 identified a significant deficiency for sports and play facilities in Beare Green. The position remains and will be further impacted by new developments.



Objective: To ensure a framework for sport and recreation is provided

CA-CLW1: New residential development should provide recreation and open spaces facilities in accordance with Fields in Trust Guidance for Outdoor Sport and Play, and as set out in Table 2 below, unless specified otherwise in other policies in this plan relating to allocated housing sites.

Table 2 - Fields in Trust recommended guidelines for equipped/designated playspace

Scale of Development	LAP	LEAP	NEAP	MUGA
5-10 dwellings	✓			
10-200 dwellings	✓	✓		Contribution
201-500 dwellings	✓	✓	Contribution	✓
501 dwellings +	✓	✓	✓	✓

Definitions

LAP	Local area for play
LEAP	Local equipped area of play
NEAP	Neighbourhood equipped area for play
MUGA	Multi-use games area

4.7.10

Proposals must have regard to:

- Accessibility – walking distance
- Equipment in designated Play Spaces (LAP's, LEAP's, NEAP's)
- Size of pitches – to apply National Governing Bodies Standards

Good Planning and Design is central to the philosophy to provide an overall quality to an area.

4.7.11 The FIT Policy Framework is to ensure protection, provision and improvement for outdoor spaces for sport and play as part of the provision of sustainable communities.

CA-CLW2: Proposals that would involve the loss of school playing fields, recreation space and playing fields will not be supported unless:

- **alternative provision is made for recreation space of a similar size in a sustainable and accessible location; or**
- **the development proposed is for the expansion of an established school**

Parks, Playing Fields and Green Spaces

4.7.12 Over the last three years local authorities have sold both playing fields and green spaces.

4.7.13 From playing sport to taking children to swings or going for a walk the contribution to quality of life is important. It is essential for keeping fit giving the opportunity to enjoy nature and help children to develop skills and confidence.

4.7.14 Policy CA-CLW2 sets out a policy context to safeguard playing fields and recreation spaces in the Plan area. It recognises that the sustainability of the Plan area depends on a variety of factors. To this extent it provides an opportunity for replacement recreation space to be provided where development might otherwise be acceptable or to allow for the expansion of an existing school. In relation to proposals for school expansions it will be for the local councils concerned to balance the need on the one hand for that development with its potential impact on existing levels of open



space and playing fields within the school grounds on the other hand.

4.8. Environment, Sustainability and Design Quality

OBJECTIVE	POLICY INDEX
Co-ordinate green infrastructure Provide more public open space	CA-ESDQ1: Protect existing open spaces
New development to address flooding and drainage issues	CA-ESDQ2: Incorporate Sustainable Drainage into new development Applications for new development must provide a drainage strategy
Development should reinforce the character and quality of the three villages (Beare Green, Capel and Coldharbour)	CA-ESDQ3: Design of new development to be of high quality and must make a positive contribution towards the distinctive character of the village as a whole and relate well to its site and surroundings. New development must contribute to local character by creating a sense of place appropriate to its location.

	CA-ESD4: Building style must be appropriate to the historic context
To protect the Historic Heritage and Environment	CA-ESDQ5: Development proposals may require archaeological investigation and screening

Development should reinforce the character and quality of the three villages (Beare Green, Capel and Coldharbour)	CA-ESDQ6: Development proposals, particularly where sited on the village edge must seek visual connections with the countryside
	CA-ESDQ7: Streets within new development must be designed as pleasant places to be
	CA-ESDQ8: Pedestrian and cycle routes must seek to link together potential destinations, such as new housing and the village centres
	CA-ESDQ9: Design in the 'forgotten' elements from the start of the design process



Reduce traffic speed in villages	CA-ESDQ10: To provide traffic calming measures to the three villages
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Objective: Provide more public open space

4.8.1 There is a shortage of open space in the villages. New housing development provides the opportunity to create new open space for the benefit of both new and existing residents.

4.8.2 Residential sites, other than those allocated in Policy CA-CH1, may come forward for residential or mixed-use development. Where appropriate, these sites must contribute to public open space within the respective village.

Objective: Provide new burial spaces

4.8.3 Capel Parish Council will seek to agree and secure the location of new burial spaces in the villages.

Objective: Improve existing open space

There are opportunities to improve and enhance the quality of existing spaces.

Objective: Improve Capel Recreation Area

Improvement to the Capel Recreation Area to be proposed, including play.

4.8.4 Land allocated for residential development in Policy C-H1 shall include the requirement for the developer to consult with local people to seek, enhance and improve recreational areas.

Objective: Improve Capel Recreation Area

If a new community facility comes forward Capel Parish Council will consult with local people to agree improvements. A planning

application for these improvements must be submitted at the same time as the application for the community facility.

4.8.5 The Capel Recreation Area has been identified as a location for new community sports facilities. Should the community facility come forward on this site, the existing open space must be improved to compensate for any loss.

Objective: Co-ordinate sports provision

Existing sports clubs in Capel will seek to upgrade their pitches.

In addition, should the Weald School be redeveloped for residential accommodation, the school will need to provide replacement sports pitches elsewhere. These pitches will be made available for community use.

New homes will add to the demand for sports pitches.

There is an opportunity to develop a co-ordinated approach to sports and recreational facilities to ensure that provision meets the need of existing clubs, and current and future residents.

4.8.6 The Sports Facilities Strategy will be co-ordinated by Capel Parish Council and local sports clubs such as but not limited to:

- Capel Tennis Club
- Capel Cricket Club
- Capel Football Club
- Beare Green Stoolball Club
- Coldharbour Cricket Club



New development to address flooding and drainage issues

4.8.7 Capel and Beare Green have a problem with flooding. New development must not make existing flooding worse. New development should aim to reduce the overall level of flood risk in the area and beyond through the layout and form of the development and the appropriate application of sustainable drainage techniques.

4.8.8 Developers will be required to demonstrate that there is adequate wastewater capacity and surface water drainage both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing wastewater/sewerage infrastructure.

4.8.9 Drainage on the site must maintain separation of foul and surface flows. It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding.

4.8.10 Where there is an infrastructure capacity constraint the Council will require the developer to set out what appropriate improvements are required and how they will be delivered.

4.8.11 Sustainable urban drainage (SUD) may include features such as ponds, swales, and permeable paving. The SUD must be designed as an integral part of the green infrastructure

and street network, so that SUD features are positive elements of the development.

The system should effectively mitigate any adverse effects from surface water run-off and flooding on people, property and the ecological value of the local environment.

CA-ESDQ2: Proposals for new development should identify how they will result in the efficient drainage of the site concerned.

Where there are known flooding or foul drainage issues, new development will be required to demonstrate how foul and surface water drainage will be achieved and shall be designed so as not to worsen existing drainage problems in the area.

Objective: Encouraging energy efficient and sustainable development

Energy use in buildings accounts for almost half of all CO₂ emissions. There is an opportunity for new dwellings to be designed to reduce energy use and – where possible – generate some energy from renewable sources.

There is also an opportunity to improve sustainability as a whole, not just in terms of energy use but also in the broader sense – including things such as walking and cycling.

Objective: Solar panel provision for new homes shall meet Government policies.



Character, Quality and Context:

Introduction

4.8.12 The Parish is a very special place in which to live. In developing this Plan, an assessment of the character of the Parish as a whole was undertaken. The Plan has used this landscape and sensitivity character assessment in two ways:

- (i) at the 'strategic' level of deciding where new development should go, or
 - (ii) in this section to set out policies relating to more detailed design issues, both for development on the new allocated sites and within the existing villages.
- what makes the individual villages distinctive
 - the quality of development

4.8.14 Issues included:

- the historic conservation areas of Capel and Coldharbour and focus of the distinctive characteristics
- there was a strong feeling that Coldharbour's character needs to be protected
- concern about unsympathetic designs
- concern about the impact of new development on landscape
- car-parking in new residential areas – given some of the parking problems in Beare Green. People want new housing to provide sufficient parking spaces to meet modern needs
- there is a need for new housing to plan green spaces positively, providing for recreation and play
- To provide on-site charging facilities.

4.8.15 Developers should demonstrate in a Design Statement how their proposed development reinforces local character, demonstrating how their proposal will reinforce local character.

Proposals should follow the policies and guidance in relevant national and local documents as well as this Plan. Proposals should have regard to:

- Context and character
- Historic character
- Connection with the countryside
- Quality for pedestrians and cyclists
- Development quality
- Car parking

Objective: Development should reinforce the character and quality of the Parish

4.8.16 National and Local Planning Policy Guidance identifies the need to encourage high quality development that responds to the specific characteristics of the site and wider area.

4.8.17 There is a lot of policy guidance on good design already in place, and this includes:

- policies within the National Planning Policy Framework (NPPF) and the NPPG
- Policies in Mole Valley District Council's adopted Local Plan 2024



4.8.18 Design Statements must demonstrate clarity to ensure high quality developments, especially regarding layout, scale and appearance as follows:

- illustrative designs must be coherent to ensure high quality development
- layouts must show legibility
- detail about location and scale must be provided
- architectural styles must be distinct and constant (with Design Codes, if appropriate)

The aim must be to enhance local character and distinctiveness.

4.8.19 Capel Parish villages all require a sensitivity of approach to new development, extensions and alterations having regard to their general visual characteristics, their conservation areas and setting.

Policy CA-ESDQ3 provides an over-arching design policy in the plan. In particular, it cross-relates to the character appraisals in Section 6 of the plan.

The Mole Valley Supplementary Advice 2024 which the NDP fully adopted, gives clear guidance in what should be considered when proposing extensions.

CA-ESDQ3: The design of new development should be of a high quality. Subject to other policies in the Development Plan proposals will be supported where they comply with the following principles:

- **Development shall complement and be well integrated with neighbouring properties in the immediate locality in terms of scale, density, massing, separation, layout, materials and access**
- **Architectural design should reflect local design references in both the natural and built environment and take account of the architectural character and identities of the individual villages as described in Section 6 of this Plan**
- **The height of new buildings should be in keeping with neighbouring properties and roofscapes should be well articulated and avoid bulky, featureless appearances and have regard to Supplementary Plan Guidance which defines acceptable criteria and Policy EN4 “Character and Design” of the MVLP.**

4.8.20 This policy does not seek to impose a particular architectural style. Instead, it aims to ensure that new development relates to a specific local character.



4.8.21 The broad aim for place making is to make sure that the village centres continue to be the main focus of activity. However, new developments also need to create a sense of place, and this may be achieved by:

- using a range of different street types, so that streets that connect to the wider area look and feel more important than those serving a small number of homes
- incorporating one or more focal points (such as a small area of open space) at a key junction of routes
- appropriately changing the character of new buildings, for example: those close to existing buildings may reflect immediate local characteristics whereas other buildings may reflect other characteristics



Historic character

4.8.22 A strong historic character is the Parish's most important asset. Historic character is concentrated in the Capel Conservation Area, Coldharbour Conservation Area and the Surrey Hills AONB.

4.8.23 Common issues of design in an 'historic' environment that can be better understood through the above drawings include:

- where the deep plan of a building means that a pitched roof is very tall or intrusive in bulk
- where the shape of the building along a street frontage creates awkward three-dimensional forms that cannot be seen on elevations
- where the balance between solid and transparent elements on the elevations can disrupt the composition of the street scene.

CA-ESDQ4: New development proposals should respect the context of the historic environments.

The design of new buildings should reflect the design principles of historic buildings within their immediate vicinity. Furthermore, their design should ensure new buildings contribute positively to the historic character. New development proposals within the Capel and Coldharbour Conservation Areas should preserve or enhance the character or appearance of those Conservation Areas.

4.8.24 The villages' characters are rich and varied, which reflects the incremental development of the area over time.

4.8.25 Where a traditional design approach is followed then it must be correctly proportioned and detailed.

4.8.26 There are several Listed Buildings in the area. Any development proposals that may affect a Listed Building or its setting must be discussed with Mole Valley District Council at an early stage in the design process.

4.8.27 Layout design should generally follow the design characteristics embodied in the Conservation Areas.

4.8.28 Proposals may require Archaeological Investigation prior to the grant of planning permission to avoid any potential threat to the character and appearance of the area.

CA-ESDQ5: Where archaeological remains of national importance are identified as present, new development should be designed to preserve these in-situ.

Where development would result in the unavoidable loss of remains of less than national importance, this should be robustly justified based on public benefits that would not otherwise be provided.

Where archaeological remains will be lost as a result of development a full record should be made prior to development.



Connections with countryside

4.8.29 The compact size of these villages means that local people value a close connection to the surrounding countryside. The sense of connection comes from a combination of views, and from pedestrian and cycle access to the countryside.

The main local views are gained from:

- the roads approaching the villages
- the by-pass to the west of Capel and the dual carriageway at Beare Green (A24) and the A29.
- public rights of way in the surrounding countryside.

Physical access to the countryside is important. This section sets out policies in relation to views.

Existing edge of Capel (west)



CA-ESDQ6: Development proposals, particularly where sited on the edge of villages should seek to maintain visual connections with the countryside.

Where possible, open views towards the countryside, or across open spaces, should be maintained.

Views along streets and/or open spaces to the surrounding countryside should be created within new developments where there are opportunities to do so.

4.8.30 The approach to minimising visual impact may include the positioning of open space and soft landscape boundaries between development and the countryside.

4.8.31 Views from the countryside must be minimised to protect the setting of the village. An assessment of views to and from the proposed development must be included in the Design Statement. Visual impact should be minimised through the design of the site layout, buildings and landscape. The approach to minimising visual impact must be fully explained in the Design and Access Statement.



Quality for pedestrians and cyclists

4.8.32 Improvements to pedestrian and cycle links are important so that people are encouraged to walk or cycle rather than drive. The villages are compact so many journeys will be of walking and cycling distance if there are routes available and they are designed so that people wish to use them.

CA-ESDQ7: The design for new residential streets should take account of the needs of pedestrians and cyclists.

4.8.33 Pedestrian and cycle routes should share the same network as vehicular routes. These must be designed to feel safe.

4.8.34 Quieter streets should be designed to be suitable for a range of social activities, such as children's play.

4.8.35 Building fronts should overlook streets and other routes so that there are 'eyes on the street' and pedestrians and cyclists feel safe.

4.8.36 The alignment of routes should provide good forward visibility in both directions avoiding hidden corners or sudden changes in direction.

CA-ESDQ8: Pedestrian and cycle routes in a development should connect with adjoining pedestrian and cycle routes wherever possible.



High quality development

Buildings should be designed:

- as a three-dimensional whole, so that elements such as bay windows are designed in from the start rather than being 'bolted-on' at the end
- with windows and doors set back from the external surface of the building, to introduce some depth and modelling to the façade
- with changes in material related to the design of the building rather than a random approach. For example, changes in material may relate to a change in form such as a setback or projection.

4.8.37 Modern houses often lack the three-dimensional qualities of traditional buildings – windows are flush with external walls; porches and bay windows appear to be 'stuck-on' to a simple box rather than being an integral part of the design; changes in materials and brick colour are used to 'add interest' in place of richer detailing that casts shadows.

4.8.38 Design-in the 'often forgotten' elements from the start of the design process. The following items must be considered early in the design process and integrated into the overall scheme:

- bin stores and recycling facilities
- cycle stores
- meter boxes
- lighting
- flues and ventilation ducts
- gutters and pipes
- solar panels
- electric vehicles charging points

4.8.39 In encouraging new buildings to reflect the three-dimensional quality of traditional buildings, this Neighbourhood Plan is not seeking to dictate a particular architectural style.

4.8.40 These items are all too easily forgotten about until the end of the design process. By considering them early, it will be possible to meet the following requirements:

- Bin stores and recycling facilities should be designed to screen bins from public view, whilst being easily accessible for residents
- Meter boxes need not be standard white units: consider a bespoke approach that fits in with the materials used for the remainder of the building. Position them to be unobtrusive.
- Carefully position flues and ventilation ducts, ensuring they are as unobtrusive as possible. Use good quality grilles that fit in with the approach to materials for the building as a whole.
- Ensure that gutters and pipes fit into the overall design approach to the building and aim to minimise their visual impact.
- Carefully located charging points so that parking spaces are not compromised.

4.8.41 The amount of land used for garden or amenity space should be functional with the size and type of dwelling and the character of the area and should be of appropriate quality having regard to topography, shadowing (from buildings and landscape features) and privacy.



Car Parking

4.8.42 The way in which car parking is designed into new residential development will have a major effect on the quality of the development. There are two principles to parking design:

- cars parked on the street and in front of dwellings can seriously detract from the character and quality of a place. Minimising the visual impact of parked cars can let the buildings and landscape dominate instead
- residents must be provided with safe and convenient access to their cars. Hiding cars away in rear courtyards can lead to problems of crime and lack of personal security. Residents like to be able to see their parked car from their home
- Design car parking so that it fits in with the character of the proposed development

4.8.43 New housing will generally be of low to medium densities. This means that it will be possible to accommodate most parking within the curtilage of the dwelling in the form of a garage and/or parking space. For in curtilage parking, the following principles should be incorporated:

- garages must be large enough to be useable – minimum internal dimensions of 6.5m x 3m are required
- garages should be designed to reflect the architectural style of the house they serve
- set garages back from the street frontage
- locate parking in between houses (rather than in front) so that it does not dominate the street scene

- where parking is located in front of houses, design the street and the landscape to minimise their visual impact – e.g. incorporate planting between front gardens.

4.8.44 Where parking cannot be provided within the curtilage, the following principles should be incorporated:

- rear parking areas should be kept small and serve no more than six homes so that there is a clear sense of ownership
- avoid large parking courts to the rear of dwellings
- design parking into courts and mews to the fronts of dwellings, where the spaces can form not only a functional space for cars but an attractive setting for the buildings
- include some on-street parking for visitors and deliveries.

Parking at Beare Green

4.8.45 Policy CA-ESDQ9 sets out guidance for the design of new streets. The Plan aims to achieve a high-quality public realm. It also has ambition to provide good balance between pedestrian safety and vehicles movements.

CA-ESDQ9 Traffic Calming/Parking

Within new residential developments streets should be designed with traffic calming measures appropriate to the site concerned to reduce vehicle speeds and provide discreet car parking within a landscape setting.

Car parking must meet Local Plan Standards.



Additional Objectives and Policies for Beare Green	
The policies are specific to Beare Green village and supplemental to the Neighbourhood Plan policies with which they are compliant.	
Objective	Policy

Housing	
Much of the post-war housing in Beare Green has been built in an ad hoc manner, usually developer-driven, with little heed being paid to sound design principles or its setting. An increasing appreciation by Beare Green residents of their surroundings (built and rural environment) has put a sharp focus on the need for the proper design management of any future housing development.	CA-BGP01 Extensions and alterations to existing dwellings should have regard to the proximity and privacy of neighbourhood dwellings. Materials should respect the prevailing characteristics of the immediate locality.
To maintain the character of the area.	CA-BGPO2 A bungalow environment should be retained. Extending (upwards) bungalows will not be supported.



Employment	
<p>The retention of existing employment and the provision of new employment is crucial to the economic well-being and sustainability of the village.</p> <p>New employment shall be encouraged including the provision of starter units.</p> <p>Farming is the raison d'être an essential shaper of the rural environment that is appreciated by the parish.</p>	<p>CA-BGP02 Proposals for the use of existing agricultural buildings on farmsteads for employment purposes will be supported, subject to the following criteria:</p> <ul style="list-style-type: none">• the employment use can be contained within the building concerned without extension or external storage.• any conversion works are carried out in a manner appropriate to the character of the building and have no adverse impact on its surroundings; and• the use concerned does not generate any unacceptable traffic impacts or detrimentally affect the character of the rural road work. <p>Where the property is within the Green Belt the proposal should not have a materially greater impact than the present use on the openness of the Green Belt and the purpose of including land within its boundaries.</p> <p>Proposals that provide starter business units will be particularly supported.</p>



Additional Policies for Coldharbour	
The policies are specific to Coldharbour village and supplemental to the Neighbourhood Plan policies with which they are compliant.	
Objective	Policy
Environmental	
The CSA Report (Paragraph 4.26) (April 2016) For The Landscape and Visual Sensitivity Appraisal for Capel Parish states: <i>“The Sensitivity appraisal of the periphery of Coldharbour found that the whole area is considered Highly Sensitive. There are no areas considered to have the ability to accommodate even a limited amount of small-scale development, without detracting from the character and quality of the Surrey Hills AONB, or which would not be at odds with the settlement pattern and character of the hamlet.”</i>	CA-COP01 The natural and historic environment of Coldharbour and its surrounding areas should be afforded the highest levels of protection against any form of development, works or other activities that would detrimentally affect its character or appearance.
To enable affordable housing to be provided in a rural Green Belt location in exceptional circumstances to meet a local need”	CA-COP02 Rural Exception criteria for affordable housing will be encouraged in line with adopted Mole Valley Policies.



SECTION 5

NEIGHBOURHOOD PLANS – ALLOCATED SITES 2024

Sites now allocated in Local Plan.



5. **ALLOCATED SITES**

Introduction

- 5.1 This chapter of the Neighbourhood Plan details sites allocated for development and policies specific for their development. The policies have to be considered in the context of the NDP and MVLP having particular regard to its vision for the future of the parish and the sustainability of its villages.
- 5.2 Capel Parish has five planning designations. The Green Belt, the Surrey Hills AONB, Conservation Areas, Countryside beyond the Green Belt and the village settlements of Beare Green and Capel. Both villages are designated in the Mole Valley Local Plan (Core Strategy CS1) as being inset from the Green Belt.
The Settlement Boundaries should be preserved.
- 5.3 The proposed site allocations have had regard to the objectives of the Mole Valley Local Plan for new housing, in particular: -
- (i) scale in relation to the size and character of the village
 - (ii) the setting of the village
 - (iii) its relationship to the countryside
 - (iv) the development of land which does not make a significant contribution to the countryside
 - (v) take account of the village character
 - (vi) Protects Settlement Boundary
- 5.4 The Strategic Housing Market Assessment (SHMA) advocates 7813 new homes for Mole Valley by 2037. This responds to the Government requirement imposed on local authorities to identify the objectivity assessed need for new homes in their area which is the proposed end date for the Capel NDP. This will require 391 new homes per annum. The present delivery is about 165 houses each year.
- 5.5 Planning Practice Guidance (PPG) states that housing need assessments should be informed by the latest data. The proposals for housing in the villages have had regard to affordability, availability and market demand.
- 5.6 Section 3 of the Neighbourhood Plan identifies 'Constraints and Opportunities,' identifying 'key objectives' of the potential development area.
- 5.7 The sites identified are: -
- DS5 Land at Breakspear Farm – Planning application submitted
 - DS19 Old Kiln Farm
 - DS20 Land at Hurst – Planning Permission granted
 - DS21 Capel House Farm
 - DS22 Redlands - Planning Permission granted



The Green Belt

- 5.8 This is of particular relevance in the Capel Parish NDP given the extent of the Green Belt. There is a need to ensure the Neighbourhood Plan satisfies basic conditions as set out in the Localisation Act 2011 having regard to Paragraph 8 (2) of Schedule 4B of the Town & Country Planning Act 1990 and the advice contained in Guidance issued by the Secretary of State.
- 5.9 The site allocations proposed take account of the extensive Green Belt within the Plan Area. It is not the role of the Neighbourhood Plan to amend Green Belt boundaries. The broader issue of the identification of housing land both in the district and in the Capel Plan area was addressed in the Mole Valley Local Plan.
- 5.10 No development will be permitted having regard to policies relating to “The Countryside beyond the Green Belt”. The Policy reinforces policies to protect the Green Belt which have regard to National Advice (NPPF). The Village Settlement should not be compromised and have regard to Fig 11 and Fig 12.

The map displays the Beare Green Village Boundary, outlined in blue, and a specific Site Allocation, outlined in red. The site allocation is located in the upper left portion of the village, adjacent to a railway line and a stream. The map includes various landmarks such as the Beare Green Pond, the Beare Green Church, and the Beare Green School. A legend in the top left corner identifies the blue outline as the 'Beare Green Village Boundary' and the red outline as the 'Site Allocation'. A scale bar in the bottom right corner indicates distances of 0, 60, and 120 meters. A north arrow is located in the top right corner.

BEARE GREEN

POLICY DS5: LAND AT BREAKSPEAR FARM, BEARE GREEN

Allocated for: **RESIDENTIAL**

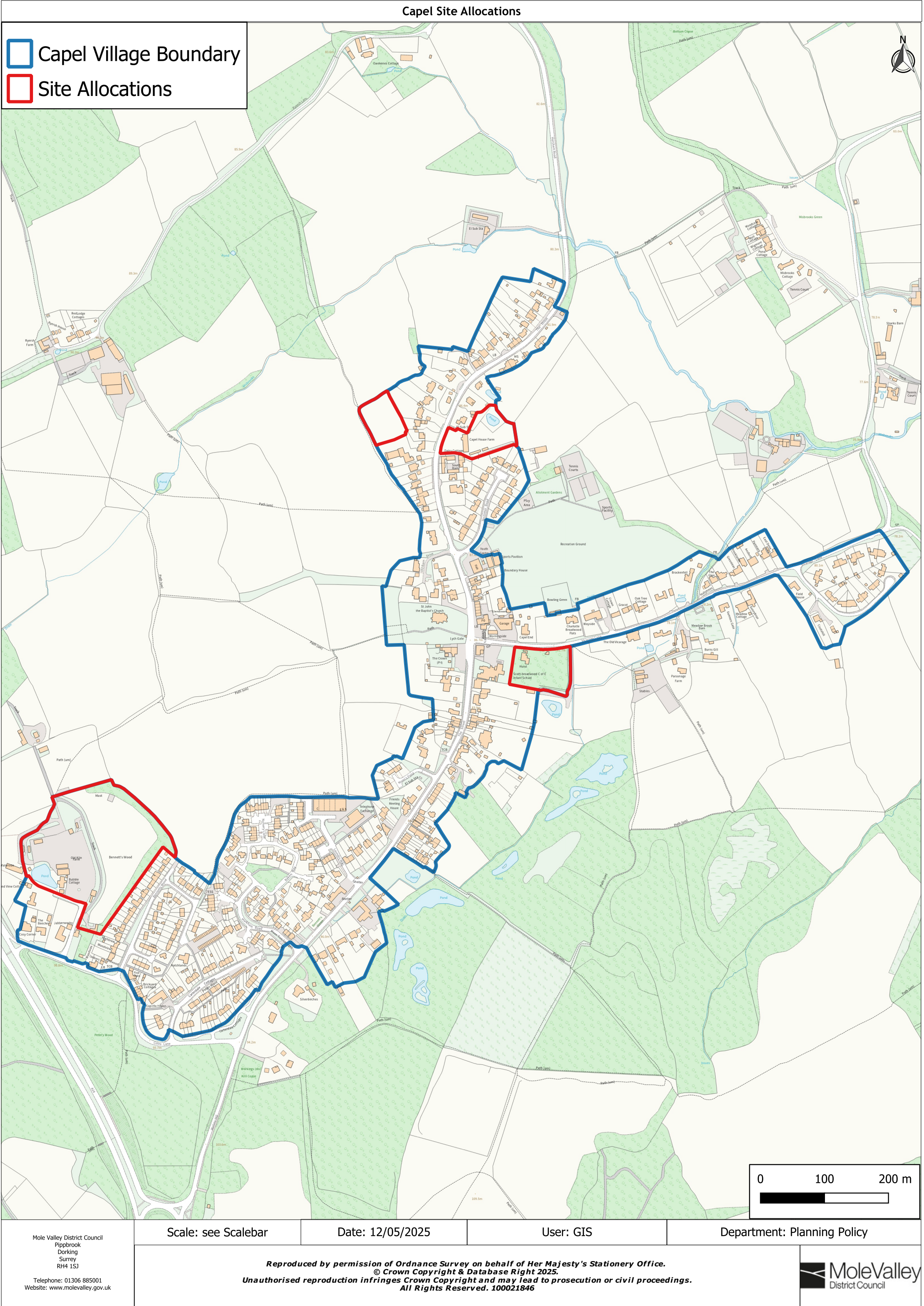
Site Area (ha):	3.6ha
Indicative Capacity:	46 dwellings
Policy Map Designations:	Former Green Belt (part), Green Belt (part), Inset Village
Relevant Planning History:	MO/2023/0988 - Refusal for 46 dwellings, public open space, additional car parking serving Holmwood Station and highway improvements.



In addition to meeting the policies in the plan, any developer of this site will be required to:

1. Contain residential development within the southern section of the site that is inset from the Green Belt.
2. Establish a clearly defined boundary between the developed part of the site and the Green Belt using physical features which are recognisable, likely to be permanent and consistent with the character of the surrounding environment.
3. Maximise retention and safeguarding of existing mature trees and hedgerows, including the tree cover on the east and west boundaries of the site, and incorporate those features in a coherent landscaping strategy for the site that includes additional native tree and shrubbery planting on site boundaries.
4. Ensure site layout and building design take into account the site's location adjacent to the National Landscape and Area of Great Landscape Value, paying particular attention to views to and from the site, including from public rights of way and viewpoints in the wider countryside.
5. Incorporate open space and equipped play space in accordance with Policy EN10, in the northern part of the site, on the land designated as Green Belt.

- 6.** Establish a legal mechanism for long term management of green infrastructure and children's play space, supporting both public access and an appropriate habitat management regime.
- 7.** Provide a public car park of at least 16 spaces in the southwest of the site for use by the general public, including commuters travelling from Holmwood Station.
- 8.** Incorporate sustainable drainage measures to address and mitigate the risk of surface water flooding, in accordance with Policy INF3 and site-specific guidance in the Level 2 Strategic Flood Risk Assessment Update.
- 9.** Provide a safe pedestrian route on the east side of Old Horsham Road, linking with existing footways as required to achieve a continual walking route linking the site to Holmwood Station and village services.
- 10.** Provide water efficiency measures such as water butts, rainwater harvesting, water-saving appliances and fittings, with the aim of exceeding the requirements of policy H10, to reduce increased pressure on water supply infrastructure.
- 11.** Incorporate measures to enhance biodiversity and provide a pleasant environment for future residents with regard to the existing watercourse through the site.



CAPEL

POLICY DS19:

BOXHILL CARAVANS, OLD KILN FARM, COLES LANE, CAPEL

Allocated for: RESIDENTIAL AND COMMERCIAL

Site Area (ha):	3.3ha total, approx. 1.5ha for residential use
Indicative Capacity:	30 dwellings and retention of existing commercial use
Policy Map Designations:	Former Green Belt, Inset Village
Relevant Planning History:	MO/89/1685 - Permission for storage and servicing of agricultural plant and haulage vehicles.



In addition to meeting the policies in the plan, any developer of this site will be required to:

1. Maximise retention and safeguarding of existing trees and hedgerows, including those on the northern, western and eastern boundaries, and incorporate them into a well-integrated landscape strategy.
2. Create clearly defined boundaries between the edge of the site and the Green Belt using physical features which are recognisable, likely to be permanent and consistent with the character of the surrounding environment.
3. Remediate the land of any contamination and ensure the remediation is complete before any part of the development is occupied
4. Incorporate measures to protect future residents from noise and other disturbance arising from commercial use of the site, and to enable continuation of commercial use without being curtailed due to the proximity of new residential development.
5. Improve the site access to ensure that two-way heavy goods vehicle movement is possible at the access to Coles Lane, and two-way vehicle movement is possible throughout the site.
6. Demonstrate that the design incorporates sufficient noise mitigation measures to protect future residents against aircraft noise from Gatwick Airport.

Any developer of this site should, where possible:

7. Improve access to the local public footpath network.

POLICY DS20: LAND AT HURST, VICARAGE LANE, CAPEL

Allocated for: **RESIDENTIAL**

Site Area (ha):	0.6ha
Indicative Capacity:	12 dwellings
Policy Map Designations:	Former Green Belt, Inset Village, Conservation Area
Relevant Planning History:	MO/2023/0418 - Refusal for 15 dwellings with associated infrastructure.



In addition to meeting the policies in the plan, any developer of this site will be required to:

1. Conserve and, where possible, enhance heritage assets, including the Capel Conservation Area and the setting of Grade II Listed Charlotte Broadwood Flats and Railings.
2. Maximise retention and safeguarding of existing native trees and hedgerows, including those on the boundary of the site, and incorporate them into a well-integrated landscape strategy.
3. Create clearly defined boundaries between the edge of the site and the Green Belt using physical features which are recognisable, likely to be permanent and consistent with the character of the surrounding environment.
4. Demonstrate that the design incorporates sufficient noise mitigation measures to protect future residents against aircraft noise from Gatwick Airport.

Any developer of this site should, where possible:

5. Improve access to the local public footpath network.

POLICY DS21: LAND AT CAPEL HOUSE FARM, THE STREET, CAPEL

Allocated for: **RESIDENTIAL**

Site Area (ha): 0.6ha total, approx. 0.4ha developable
Indicative Capacity: 8 dwellings
Policy Map Designations: Former Green Belt (part), Inset Village, Conservation Area
Relevant Planning History: None



In addition to meeting the policies in the plan, any developer of this site will be required to:

- 1.** Conserve or enhance Capel Conservation Area, by:
 - a. Ensuring that development in the western part of the site re-establishes a well-designed built up frontage which preserves or enhances the character of The Street.
 - b. Establishing views through the site from The Street to the countryside east of the site boundary.
 - c. Retaining the existing pond and surrounding trees.
- 2.** Create clearly defined boundaries between the edge of the site and the Green Belt using physical features which are recognisable, likely to be permanent and consistent with the character of the surrounding environment.
- 3.** Demonstrate that the design incorporates sufficient noise mitigation measures to protect future residents against noise from Gatwick Airport.

POLICY DS22:
LAND REAR OF REDLANDS HOUSE, 62 THE STREET, CAPEL

Allocated for: RESIDENTIAL

Site Area (ha): 0.4ha
Indicative Capacity: 4 dwellings
Policy Map Designations: Former Green Belt, Inset Village, Conversation Area (part)
Relevant Planning History: MO/2015/2010 - Refusal for the erection of four dwellings.
 MO/2023/1922 - Application for four dwellings.



In addition to meeting the policies in the plan, any developer of this site will be required to:

- 1.** Conserve and, where possible, enhances the setting of heritage assets, including the Capel Conservation Area.
- 2.** Maximise retention and safeguarding of existing mature trees, including those along the western boundary of the site, and incorporate them into a well-integrated landscape strategy.
- 3.** Create clearly defined boundaries between the edge of the site and the Green Belt using physical features which are recognisable, likely to be permanent and consistent with the character of the surrounding environment.
- 4.** Improve access arrangements to facilitate two-way vehicle movements and safe pedestrian access.
- 5.** Design the access and any associated boundary screening so as to minimise impact of vehicle movements on residential amenities, while also conserving the character of the Conservation Area.
- 6.** Demonstrate that the design incorporates sufficient noise mitigation measures to protect future residents against aircraft noise from Gatwick Airport.



SECTION 6

NEIGHBOURHOOD PLAN – THE VILLAGES, THEIR ARCHITECTURAL CHARACTER AND THEIR IDENTITY

The history of each of the wards, describing the particular attributes of properties in each

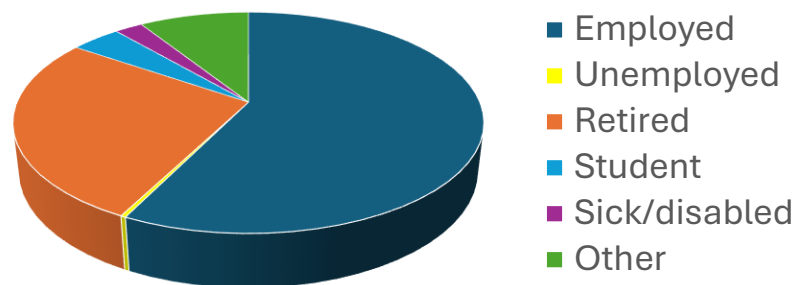


This first section provides the context for the 3 villages, while we explore the differences between each of the 3 villages and their specific needs later in this section.

Economics and Employment

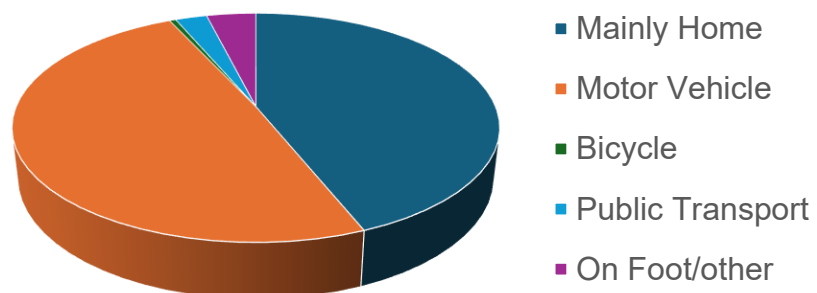
- 6.1 The parish is populated by a diverse range of residents who are variously retired; semi-retired; self-employed working from home; working outside the village in various trades; working outside the village in professional and managerial positions or undertaking voluntary work on an unpaid basis.

Figure 13: Employment status - 2021 Census



- 6.2 There is employment in the villages, but a high proportion of residents travel away from the village to work.
- 6.3 A comparison of local and national data indicates that Capel Parish contains a higher proportion of self-employed people compared with the national average of 19% and a lower proportion of those still studying.

Figure 14: Transport to Work - 2021 census



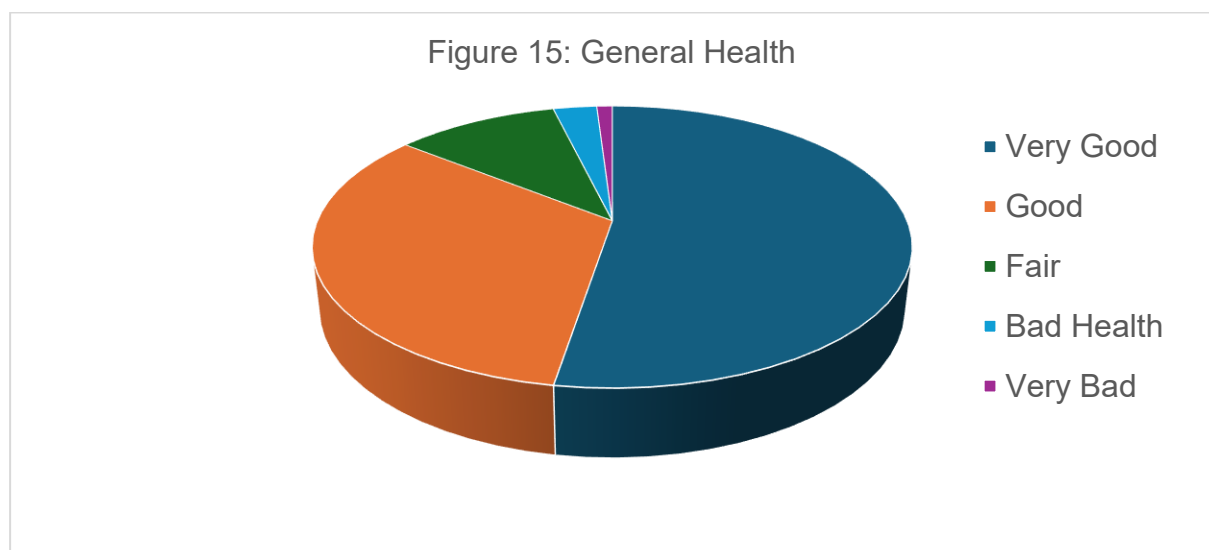
- 6.4 The larger employers in the parish are the school, the brickworks (due to close) and Burleys grounds maintenance, but under the surface are many small businesses being carried out in homes, back gardens and small premises.



- 6.5 In Beare Green, over 100 businesses have been identified - see the list of business and table of employment types, with a similar number in Capel and Coldharbour combined. This isn't so much the 'Invisible Economy' as the 'unnoticed economy', vital to the strength and sustainability of our villages.
- 6.6 **The Neighbourhood Plan should attempt to provide starter business units within the parish. These must have good broadband connectivity and be available at a reasonable rent. Existing businesses and employers should be encouraged to stay in the area through improved facilities and desirable/suitable housing, thereby responding to the objectives of sustainability.**
- 6.7 Some residents are able to receive full-fibre broadband (fibre to the premises). However, despite the connections being made, it seems capacity is severely limited and many residents who wish to connect to this improved service are unable to do so. This is vital, not only for business, but also social use, entertainment etc.
- 6.8 Cellular reception is generally "adequate". Fast 4G data connections available in most parts, and generally available (from several companies) inside homes. Whilst faster 5G has also been provisioned, it seems to be less available "indoors".
- Population**
- 6.9 The population of the 3 villages has increased slightly during the 10 years between census dates by around 3%.
- 6.10 Population density is 250 people per square kilometre. This is below the corresponding Mole Valley figure of 334 or the UK average of 413.
See: http://www.neighbourhood.statistics.gov.uk/HTMLDocs/dvc134_c/index.html
- 6.11 The population of Capel Parish is slightly older than the national average. The number of 18 to 45 year olds is slightly lower and the number aged 45 and over is higher.

General Health Statistics

- 6.13 The respondents to the 2011 Census were asked to rate their health.





- 6.14 The percentage of residents in the Parish rating their health as 'very good' is higher than the national average.
- 6.15 The percentage of residents in the Parish rating their health as 'very bad' is lower than the national average.
- 6.16 This evidence suggests that the health of the residents of the area is generally better than in the average person in England.
- 6.17 These population and health statistics lead to the conclusion that pedestrian access to medical facilities is a desirable component for this plan.**

Crime

- 6.18 Crime is comparatively very low in the area.
- 6.19 On average, around 10 crimes are reported to the police per month. They include making away without payment at the petrol filling station, domestic and neighbourly disputes, theft, burglary and vehicle crimes.

Village Environment

- 6.20 Typically, a village would generally be considered to be a collection of houses around a green or centre, with a Pub, a small shop and Post Office, a place of worship, a small school but it also has a lifestyle characterised by clubs, societies and activities including leisure and work. Additionally, a village is likely to exhibit most, if not all, of the following attributes:
- Attractive vernacular architecture
 - A mixture of styles and ages of dwellings
 - "Grouping" of buildings on a human scale
 - The needs of the motor car do not dominate
 - In a rural area, a clear attachment to the land and the natural environment.

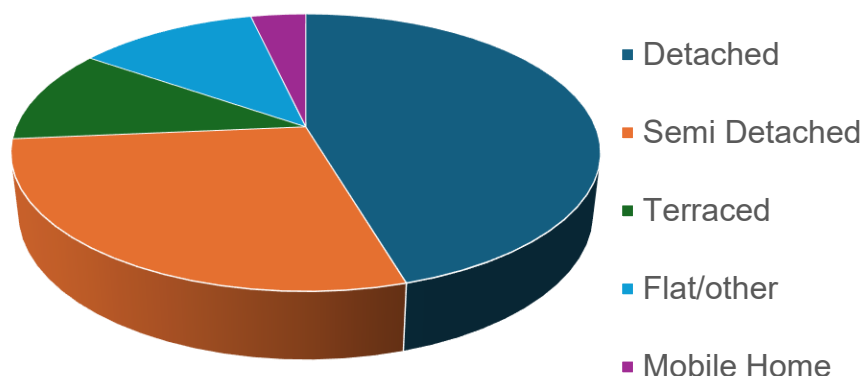
These qualities, that shape the identity of a village, often take six or seven centuries [or more] to evolve and develop.

Housing

- 6.21 Beare Green has an eclectic mix of housing, ranging from suburban-looking areas, mobile home parks and large detached houses, all set amongst open fields and woodlands. Capel tends to be more 3- and 4-bedroom houses largely formed in a linear fashion along the main street, and to side turnings. Coldharbour is very much a rural setting in a wooded situation and largely traditional styles of housing.



Figure 16: Accomodation Type - 2021 Census



6.22 **From the evidence contained in the Housing Needs Analysis Report commissioned for this Neighbourhood Development Plan, the consensus is that Capel Parish is well stocked with homes of all categories, yet young people are still unable to afford to live here. (See Appendix F)**

6.23 **In addition there are not enough affordable homes or bungalows for older resident wishing to downsize.**

6.24 **Within Beare Green and a lesser extent, Capel, there is a willingness to allow some limited development but only if it helps with the provision of affordable homes. The priority must be given to those who live or are associated with the local community.**

Education

6.25 The Weald School was originally opened in 1940 as the Beare Green Church Central School. Then, it catered for pupils aged 9 to 14 and taught skills that would lead them to employment.

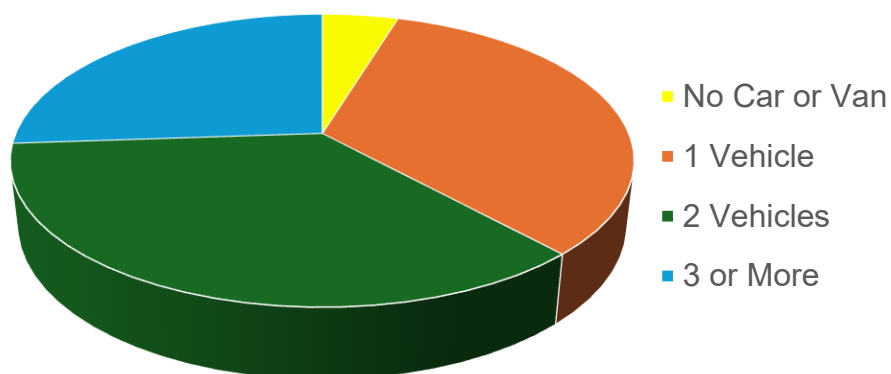
6.26 Currently, The Weald Church of England Primary School has approximately 280 pupils, aged from 4 to 11. It is set in 17 acres of grounds and playing fields. It is an academy in the Good Shepherd Trust.

6.27 The Weald School has always been allied to the diocese of Guildford and the current Chairman of Governors is a Canon of Guildford Cathedral.

6.28 **This Neighbourhood Development Plan recognises the need for safe pedestrian and cycle routes between housing and schooling, together with a reduction of parking and traffic congestion in Newdigate Road at school starting and finishing times.**



Figure 17: Vehicle Ownership - 2021 Census



Transport

- 6.29 Less than 5 % of homes in Capel Parish have no car or van and over 60% have 2 vehicles or more. Clearly private road transport forms a vital part of the lives of its residents and has increased over the last 10 years
- 6.30 The A24 and A29 provide excellent communication north and south, to the major towns of Horsham or Dorking, and beyond.
- 6.31 More minor, and often narrow, roads lead to Crawley, Gatwick Airport, Guildford and surrounding villages.
- 6.32 But this easy access comes at a cost: danger, noise and other pollution. This is not only from specific vehicles and speeding motorcycles but also in the form of an omnipresent 'white noise'.
- 6.33 Beare Green also has a railway station - Holmwood. Only about 10 rural villages in Surrey have such a facility. It is a great asset and is especially useful for residents employed in London or for those few without a car. Ockley Station is closer to Capel village but not easily accessed without a vehicle.
- 6.34 Residents request more frequent rail services particularly in the early evening and at weekends.
- 6.35 The railway is still used by those wishing to walk in the Surrey Hills and several ramblers' websites recommend walks that use Holmwood station as a starting point. Before World War 2, the train service was regular and ran seven days a week – even the station sign read, "Holmwood for Leith Hill". Today the current patchy weekend service from the station, means this resource is significantly under-utilised. Neither Network Rail nor Southern, the train operating company [part of Govia Thameslink Railway], show any desire to improve this situation.



6.36 In the 1980s, trains took 47 minutes for the journey from Holmwood to London Victoria [and vice versa]. Today it takes over an hour.

6.37 There has been a recent investment in new rolling stock and many trains serving Holmwood in the peak period are now 10 coaches long, rather than 8.



6.38 Beare Green and Capel are served by the No. 93 bus service that runs between Dorking Railway Station and Horsham Bus station.

6.39 This bus service is approximately hourly and runs six days a week. However, the last bus in either direction is comparatively early in the evening, so it is not possible to have a night out in either Dorking or Horsham using this service.

6.40 Capel village and Beare Green are geographically close to Gatwick International Airport.

6.41 There is little or no provision for cycle routes, and access to The Weald School whilst available via a pedestrian underpass is considered unsafe by many. This is slightly ironic considering the closeness to Beare Green of the Surrey Cycle Paths and the regular road events that take place through our Parish.

6.42 **This Neighbourhood Development Plan encourages the creation of safe walking and cycle routes, opportunities to make it easier and safer to park motor vehicles at Holmwood railway station and elsewhere and actively promotes the use of all modes of transport, other than the motor car. And yet we must facilitate the users of motor vehicles and ensure any new schemes have more than adequate parking provision.**

- Green Belt considerations and the environs
- An A24 road crossing (bridge)
- Regard to the farming community
- The Weald School pedestrian and cycle access
- Need for and willingness to provide a doctor's surgery
- Need to "tidy up the look" of the area and enhance hedgerows etc
- Reduction of traffic noise, suggestion to plant central reservation of A24
- Importance of keeping Beare Green separated from surrounding villages



Beare Green – Introduction and Historical Context

1 Introduction

Beare Green enviably adjoins the Surrey Hills Area of Outstanding Natural Beauty and it is possible to take footpaths and bridleways from our village that lead one north, south, east or west into some of the most attractive countryside not only in the County of Surrey, but also in the whole of Southern England. It is also one of the few villages in rural Surrey that possesses a railway station with a train service leading directly to London or, via Horsham, to the South Coast.

Sadly, and in desperate contrast to these two extraordinary advantages, the settlement has been badly affected by the economic and environmental consequences that have been the common rural experience during the last quarter of the 20th century. Unfortunately, these changes for the worse have, in large measure, been compounded by a statutory planning regime and other strategic governmental initiatives that could so readily have served our community better. Essentially, these unsatisfactory outcomes are the result of a lack of vision.

Yet despite these difficulties, the spirit of Beare Green is thriving. Its population cares passionately about where they live and their surroundings.





Historical Context

To know its history is to understand Beare Green – and, through that knowledge, to appreciate quite why it evolved the way it has.

Taking its name from Walter de la Bere, a local landowner in the 13th century, the original hamlet of Beare Green lay in a clearing cut out of boggy woodland that stretched into Capel village to the South, towards the Holmwood to the North and was bounded by Newdigate to the East and Ockley to the West. The crude and impermanent dwellings of this small community were grouped around the village green - now the playing field opposite the Weald School.

Until the middle part of the 18th century, travelling between Horsham and Dorking was virtually impossible during wintertime because the heavy and impermeable nature of the Wealden clay made roads and tracks into a quagmire. Even in summertime they were rough and rutted, making it difficult for local producers of goods and agricultural merchandise to gain access to the lucrative markets of the metropolis.

This sorry situation improved markedly following the creation of a turnpike between Horsham and Epsom in 1755. The extract from the Carington Bowles 'Direct Roads' map of 1785 [see right], shows the route of the turnpike between Darking [sic] and Capel and the sparsely populated nature of the countryside between these two settlements. A second turnpike arrived in Bear Green [sic] some years later from the Okeley [sic] direction. The traffic on these roads was soon sufficient to encourage the establishment of a smithy at their junction and two inns to the North of it - the Duke's Head and the White Hart, respectively.

Visitors using these roads quickly recognised the beauty and quietude of the surrounding Surrey Hills. Soon, incomers started to buy and 'gentrify' erstwhile commoners' cottages or farmsteads in the area, whilst the very wealthy began to build mansion houses.

The coming of the railway and the opening of Holmwood station in 1867 acted as a catalyst for the speculative housing development to the South of the old village green and further encouraged the wealthy to settle in the area. From the outset, the railway service provided extremely efficient links to London and the rest of the country. Until the 1920s, the wider area around where the railway crossed the turnpike was known as 'Holmwood Station' and not Beare Green, which then referred specifically to the area around the original 'green'.



The Carington Bowles Direct Roads Map 1785



Otherwise, the local economy was predominantly agrarian based, augmented by employment in the local brickfields, with a variety of small retail and service businesses attending to the needs of the inhabitants and their servants. Despite its rural location and small population, the basic infrastructure included a local school [just outside the Capel Parish at South Holmwood], a post office on the old village green, the public houses and various small shops.

As road transport developed after the First World War, Beare Green was found to be conveniently situated half-way between London and the South Coast, leading to the expansion of the 'White Hart' public house, the construction of the 'Red Arrow' café opposite and a petrol station to accommodate the needs of the day trippers. All these developments were about half a mile to the North-West of the original 'green' and much closer to Holmwood railway station. Meanwhile, land fronting on to the Newdigate Road and the Horsham Road was being divided into, typically, 1-acre plots for ribbon residential development.

The electrification of the railway in 1938, and its improved service¹, added further impetus to this shift of focus and demand for new, albeit sporadic, housing development. During World War 2, the effects of the Blitz and the reliability of the train service to and from London made Beare Green a popular destination for those wishing to escape the bombing. This led to irregular "homesteading" in what is now Highland Road and Springwell Road.

As part of the 'Greater London Plan 1944', drawn up by Patrick Abercrombie in anticipation of post-War regeneration, the general area around Holmwood station was identified as a potential area for metropolitan 'overspill' housing. However, the refinement of the 'Green Belt' policy and the concept of the 'New Town' philosophy moved this proposed radical and extensive development to Crawley. Thereafter, housing development continued in a haphazard manner.

Meanwhile, the post-war growth in road traffic led to increasing congestion between Dorking and Beare Green, especially on summer weekends. To alleviate this, substantial road works made the old turnpike, now the A24, into a high-speed dual carriageway. Its design paid little heed to the existing communities along its route and the new "bypass" [sic] effectively severed all the settlements either side of it from each other.

During the last four decades of the 20th century there was a rapid sequence of house-building on both 'greenfield' and 'brownfield' sites or on backland created by the A24 road improvement works. Since 2000, the rate of new housing has decreased, although in 2013 Godwin's Nursery closed and its site was developed for further housing to form Breakspear Gardens. This site provided 23 dwellings, including affordable housing. It is North of the railway and in the Green Belt.

Much of this new development has many of the characteristics of a suburban-style estate. When coupled with the closure of a local primary school, two public houses and the post office (all were sited to the West of the A24 dual carriageway), this makes the consideration of the needs of this part of Beare Green significantly different to those of more traditional villages, including Capel,

¹ Rather than Horsham or Dorking, Holmwood was for many years the outer terminus for suburban trains, running at frequent intervals to and from London,.



which have evolved over centuries and have retained their social and day-to-day service provision within their communities.

To help simplify and organise this description, Beare Green ward has been divided into four 'Character Areas' – see pages 41-42 of The Landscape and Visual Sensitivity Appraisal prepared by CSA Environmental, which follows this section. For ease of reference, these Character Areas are:

Horsham Road Corridor

Located in the north-western part of the village, a nucleus formed of a few remaining 19th century dwellings and late 20th century buildings fronting onto Old Horsham Road.

Southern Loop

Located in the southern half of the north-western part of the village, this area has a regular, road-fronting layout, with a generally consistent building line and plot width. An area predominantly comprised of bungalows, with low boundaries and grassy verges.

Beare Green West

Lying on the west side of the north-western part of the village, a cluster of several post-1970 estates comprising starter homes, social housing, homes for the elderly and blocks of flats. A higher density of housing, in varied styles, with some three-storey development.

Rural Fringe

Located in the south-eastern part of Beare Green, with the original 'green' at its core. A loose mix of traditional Surrey cottages and Victorian dwellings, with ribbon development on large plots on the roads leading to Newdigate and Capel.



A Village Divided by a Road

The main settlement of Beare Green now comprises some 400 houses, a cluster of businesses and a village hall sitting to the West of a 4-lane highway that divides it from what was the pub, the school [built in 1940], the original green, about 100 older houses, the Surrey Hills Hotel and 120 mobile homes [in 2 parks on Horsham Road], that lie to the South and East.

Far from being a bypass, the A24 actually bisects the village and prevents easy pedestrian access to resources. This causes a further reliance on the use of motor vehicles and exacerbates an existing accident 'black spot'. Recent reductions in the speed limit from 70mph to 60, and now to 50mph with average speed cameras have made little difference to the noise or the potential danger.

Future Vision and Core Objectives

This village plan for Beare Green aims to:

- Involve all sections of the community
- Be a tool for proving the requisite need, thereby enabling applications for funding for community projects to succeed
- Define a framework for development (not just housing) for the next 20 years to improve the living, working and natural environment (i.e. the look, feel and sustainability of the village)

A “*sustainable community*” is defined [see Glossary attached to the DPD Core Strategy, at page 97] as a place:

where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are 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. For communities to be sustainable, they must offer:

- *decent homes at prices people can afford*
- *good public transport*
- *schools*
- *medical facilities*
- *shops*
- *a clean, safe environment*

People also need open public spaces where they can relax and interact and the ability to have a say on the way their neighbourhood is run.”

Beare Green has many of these features, but not all of them. So, this Neighbourhood Development Plan seeks to fill those gaps and provide the long-missing direction.



Priorities:

- The village needs to have a solid structure around which activities can take place, which will be supported by the local community and others.
- The community has to have the infrastructure to enable it to function effectively.
- Both the village and its community need to be sustainable.
- The community needs to maintain a recognisable centre - currently the village hall.
- It requires an effective transport system that will allow suitable access in or out of the village, both for residents and visitors, which is not solely dependent on cars or car ownership.
- Suitable opportunities for the community to celebrate its own richness and diversity.
- Opportunities to establish and develop a community contribution to the immediate rural environment and the Surrey Hills Area of Outstanding Natural Beauty.
- A plan for where housing developments may take place and also where land will be protected from development.



Beare Green Village Hall

Heritage and Conservation

There is only one listed building in the main Beare Green settlement, to the West of the A24: the signal box on the up platform of the railway station.

There is no conservation area, but the Beare Green settlement area abuts to the Surrey Hills Area of Outstanding Beauty and is inset within the Green Belt.

Great Turners is ancient woodland.

However, whilst the Beare Green ward has a paucity of assets given official notice or specific listing, it does not follow that protection and enhancement should not be afforded to features that reflect its heritage. Obvious examples include:

- The original Green. This should now be given 'Village Green' status and protection.
- The old smithy
- The pillar box in what used to be the post office



- The Beare Green Brickworks are part of the industrial heritage of the area and are unique in that they still manufacture bespoke bricks for restoration of historic buildings around the UK
- The pond adjacent to the Beare Green village hall, which is an old clay pit that served the brick and tiles works formerly on the site

Social (including Leisure and Recreation)

As Beare Green has evolved, little consideration seems to have been given to its social or its spiritual needs.

The isolation of 'The Duke's Head' public house by the construction of the A24 dual carriageway had made it much less 'local' and has since been converted into housing, whilst the 'White Hart', both a pub and a music venue, was demolished to make way for further housing.

The newer Beare Green development has only had a brief encounter with the Roman Catholic Church. After its closure, their idiosyncratically designed church building was sold to Mole Valley District Council and let to the Beare Green Community Association for use as an unlicensed village hall after some very minimal adaptation. The Parish Church of St Mary Magdalene lies a mile to the north, in South Holmwood.



Beare Green Court

The Beare Green Community Association works hard and is regaining ground, particularly now that it has successfully managed to renovate and extend the village hall. In addition to managing the village hall, it runs social events throughout the year.

The compact retail development at Beare Green Court provides another focus where pedestrians may meet and interact.

Although many people throughout Beare Green mainly socialise with friends and family within their own homes, there are numerous social events at the village Hall, including the reading group, mothers and toddlers, knitting, exercise groups and a new youth club. People in the village also travel further afield for social interaction, e.g. the Capel WI or the Camera Club as well as football, cricket and bowls clubs in neighbouring villages, although football and stoolball matches do take place on the Village Green opposite the Weald School.



Social Networks

There are various community networks, all of which need developing in Beare Green for these groups: -

- Older people – either living alone or in a partnership. In addition to providing for their needs, they may also be seen as a resource. In a community, they are needed as teachers, encouragers and mentors
- Working adults – be they employees or self-employed. They are also needed as role models for the young or as sources of funding/sponsorship
- Parents and family life, particularly single parents, would benefit from encouragement and support
- Youth communities - need to be social with their peers and respect other members of the community
- Children of all ages need activities

Approximately one third of the residents live alone, a higher proportion than the Mole Valley average. This suggests that a higher than average number of adults will consider the village to be the priority network to which they belong. Additionally, Beare Green is typified by an aging and divergent society, which is not only sharply polarised between the prosperous and the barely coping, but also not bonded together by access to any place where meeting can happen on equal terms.

Social Infrastructure

There are two ‘parallel universes’ in the village - those that live there during the day and those that return in the evening. However, there are few community or social activities that allow them to meet or become involved, either within each grouping or as a whole.

‘This Side and the Other Side’

The road is an unsafe barrier and as a result the area on the east side of the A24 is sometimes described as ‘no man’s land’. Those who live there tend to be affiliated to Capel or Newdigate. How can they be encouraged to interact with Beare Green village to improve neighbourhood inclusivity?

The Relationship of Beare Green to Capel Civil Parish

Over a century ago, when Beare Green was just a hamlet surrounding the Green, it made sense to link it to Capel village for local government and funding purposes. Hence the civil “Parish of Capel” was created with three wards: Beare Green, Capel and Coldharbour.

The civil Parish of Capel should not be confused with the Church of England Parish of St Mary Magdalene, which also includes Beare Green within its boundary.



The recent growth of Beare Green, leading to it being the major contributor to the precept that funds the Capel Parish, the divisive effect of the A24 dual carriageway and the perception, stemming from the name of the civil Parish being taken from Capel village, that Beare Green is the 'poor relation' has sometimes led to a strained relationship between Beare Green residents and the Capel Parish Council.

Recently, however, stronger representation by Parish councillors from the Beare Green ward coupled with more co-operative working with representatives of other wards and within the Parish Council itself is starting to show some mutually beneficial results.

Enabling a Sense of Belonging

This can be achieved by:

- Building on the existing sense of tradition and history
- Creating a perpetual calendar of events throughout the year of both neighbourhood and local activities
- Encouraging clubs and cultural interaction to flourish
- Finding the wherewithal to meet spiritual and religious needs
- Creating meeting places, both casual and pre-arranged
- Planting or landscaping schemes to augment with the current litter-picks and woodland maintenance work

That said, there is already a strong sense of community especially when there is a threat to the area such as large-scale housing development, the recently proposed solar farm, aircraft noise, etc.

With recent funding derived from the building of Breakspear Gardens and other sources, a community effort has revamped the Village Hall and created a better use of the existing space that is already being used to great effect by newly formed activity groups from within the village. This work is set to continue.

There is a well-used playground for children of all ages next to the Village Hall. The original Green on the eastern side of the A24 has a football field, a sports pavilion, swings for smaller children and outdoor gym equipment.

There is also further potential within Beare Green for other green areas to be created that will increase the usable space for children in all parts of the village and for dog walkers, joggers etc. This can be achieved by securing the land in Highland Road (BG06) and creating a green on the land to the north of Breakspear Gardens (BG03). Together with the original Green, both new green spaces will be given the protection of 'Village Green' status.

Wherever possible, access to and between these various green spaces will be by a 'necklace' of pedestrian and bicycle-friendly routes away from vehicular traffic.



All these items are referenced by “Policies” later in this document.

This Neighbourhood Plan can, through careful and controlled development, become the catalyst for further improvements to the Village Hall and other community facilities, as well as other projects designed to enhance the appearance of our village and the enjoyment of the natural delights to be found in and around it. However, this can only be achieved with public consent and backing.

As most of Beare Green, as it currently exists, has grown up since the Second World War, effectively it has only had six or seven decades [rather than centuries] to establish its own village identity. Whilst considerable progress has been made in that time, clearly there is still much to be done.

Moreover, as this recent growth is both organic and effectively unplanned, infrastructure needs have not kept pace. In this context, drainage is a particular issue to be addressed.

Beare Green is set amongst rural surroundings and adjoins the Surrey Hills Area of Outstanding Natural Beauty. Footpaths and bridle-ways are generally well-maintained. They are well-used, both by local residents and visitors.

Unlike other parts of Capel Parish, Beare Green does not suffer excessively from road-racing cyclists or those seeking to ride cross-country. However, the A24 dual carriageway is regularly used for time trials, but these are nowhere near as intrusive as road racing or ‘sportives’. Although their routes do not pass through Beare Green, the road closures associated with major cycling events can be a source of annoyance to local residents.

Noise from aeroplanes flying into and out of Gatwick airport is an issue.

The drainage of water from Leith Hill always needs to be taken into consideration. This may take the form of flash flooding directly from the hills, or ground water that has passed through the greensand and surfaces, where it meets the impermeable Weald Clay, along the side of the valley in which Beare Green sits. Hence there are numerous water courses running through Beare Green and these are prone to occasional flooding, (see the road sign opposite the Beare Green Court development). This consideration was also a reason for the rejection of site BG 05 from this Neighbourhood Development Plan.

One gratifying aspect that has become apparent during the Neighbourhood Plan process is the willingness of Beare Green residents to engage in discussions about the area. In particular they have indicated that they:

- are not averse to the concept of small areas of development and occasional infill
- understand the need for a small amount of building, especially low cost or affordable homes

What is feared are large, low quality and ill-thought-out housing schemes and the destruction of hedgerows and green spaces. There is also widespread concern about the destruction of the Beare Green “views” and green setting. A well-constructed Neighbourhood Development Plan, however,



can allow for small developmental changes without detriment to the overall character of Beare Green.

The concept of extra housing is basically accepted (especially low cost or affordable homes) but the details of developments are of very serious concern indeed. Such anxieties include the overall appearance, the number of dwellings, the maintenance or enhancement of the rural vistas and the rural approach to the village. Ensuring that parking challenges, drainage issues, and landscape concerns are properly addressed is also vital.

Providing social, health, vehicular and non-vehicular transport improvements are also key requisites.

Beare Green is a community seeking improvement. In its effort to catch up with the rest of Capel Parish, it is in need of a catalyst for change: which this Neighbourhood Development Plan can provide.

Summary

Beare Green's Key Assets:

- An enviable rural location amongst the Surrey Hills
- A railway station
- Effective transport links to London, the South Coast and other shopping or business areas
- Easy access to Gatwick Airport
- A village hall, with a youth club and community groups
- Some local shops and thriving local businesses
- Some areas have superfast broadband and most areas have excellent cellular reception

What Beare Green currently lacks:

- A doctor's surgery
- A post office
- A public house

In addition, as part of the Neighbourhood Development Plan consultation the Beare Green residents have raised the following issues:

- The railway being important to the sustainability of the village
- Control of railway users' car parking
- The Ward Boundary rather than the Settlement Boundary being crucial – i.e. the wider area
- Green Belt considerations and the environs
- An A24 road crossing (bridge)
- Regard to the farming community
- The Weald School pedestrian and cycle access
- Need for and willingness to provide a doctor's surgery
- Need to "tidy up the look" of the area and enhance hedgerows etc
- Reduction of traffic noise, suggestion to plant central reservation of A24
- Importance of keeping Beare Green separated from surrounding villages



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Character and Identity – Beare Green

In contrast to Capel or Coldharbour, which have developed the identities of their built environment over centuries, house construction on any major scale in Beare Green has only taken place since the Second World War. On the face of it, this might suggest that there is no prevailing vernacular architectural style or character in the settlement. Moreover, several valuable sources have been lost through fire (Bregsells Farm), wanton demolition (the railway station) and re-building (the original Georgian lines of the former 'White Hart' public house disappeared in the 1920s).

Yet, by a careful analysis of what few buildings remain, notably Palmers' Farm and various groupings of cottages, or the use of old photographs, it is possible to discern vernacular detailing that has been carried on through the years and is still being incorporated into modern developments. This study is reflected in the design brief that follows.



Holmwood Railway Station c.1867. Note the gables, quoins and string course of brickwork.



Palmers Farm exhibits 17th, 18th & 19th Century vernacular architectural features.

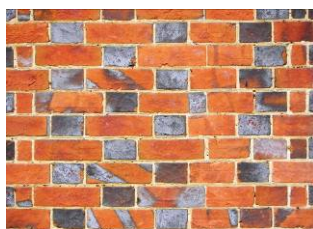
WALLS

Brickwork

Elevations are predominately brick. Facing bricks in Beare Green show a wide variety of colour and are often multi-tone. Simple detailing is often found, including string and soldier courses, with the occasional use of contrasting quoins.



Contrasting quoin and string course c.1880.



Diaper brickwork c.18th Century.



Multi-hue facing bricks, contrasting reveal and soldier course, c.1995



Multi-hue facing bricks, contrasting string courses



Render

This has limited use, usually on older dwellings. Occasionally painted brickwork or pebble-dash render is found, again on older buildings, with white and cream colours applied. These finishes are generally inappropriate for new work and facing bricks should be used.

Tile hanging

Sensitive and restrained use of tile hanging is used extensively in Beare Green. New work should reflect local features.



Late 18th/early 19th Century examples



1920's tiles re-hung c.1995



1987, with matching flashing.

Boarding, Heads and Cills

When boarding is used, it is stained or painted white and hung horizontally. New work should follow this tradition.



White timber cladding 2015

Close inspection of the photographs in this review shows typical window opening, head and cill features in Beare Green. These should be reflected in new work.

ROOFS

Pitches

Steep, not normally less than 35-50°

Materials

Small scale. Mainly plain tiles with matching ridges and bonnet hips where used. There are examples of simple slate roofs on older buildings and occasional use of artificial slate on modern buildings for variety.

Eaves and Barge-Boards

Simple detailing frequently with closed eaves, although sometimes with exposed rafter feet and clipped verges are found. Roofs tend to be simple in shape and form. No large overhangs.



Dormers/Velux Windows

These should be neat, sharp and simple in form.

Normally they are smaller than the windows in the elevation beneath. Velux windows should not alter the character of the roof and therefore their size should be restricted appropriately.

WINDOWS

Style

Three main designs are evident:

- Casement with small panes or leaded lights
- Casement with larger panes
- Double hung sliding sashes

Where replacement windows have been fitted, they normally match the previous pattern.

Windows are virtually exclusively white in colour.

DOORS

Style

Traditional stained or painted timber country doors in white painted frames, normally without side lights. Photographs in the Storm Porch section of this review [below] show typical examples.

FEATURES

Most houses are simply proportioned, with uncomplicated detailing and relatively steeply pitched roofs.

Many houses feature chimneys and chimney pots with a wide variety of styles from simple brick pillars to quite detailed and ornamental chimneystacks.



c.1880



1930s, 1960s & 2015 examples
set in the landscape.



2015



2015 Wood-
Burner



A wide variety of storm-porch designs are used from simple cantilevered shelters to more sophisticated approaches with supporting posts.



c.1790 -1800



1867



1981



[Left & Right] 2015



2015

Bay windows are a feature in some dwellings.



c.1880



1981



2015

Decorative gables have been used in Beare Green for many years. They particularly suit semi-detached pairs of dwellings.



1867



1903



c.1920



1995



2015

Throughout Beare Green, dwellings are generally set back from the roadside kerb or the back edge of the pavement. The frontage of the plot is defined by dwarf brick walls, picket fencing or indigenous hedging (but no fencing), giving variety to the streetscape.

**Buildings, Height and Massing**

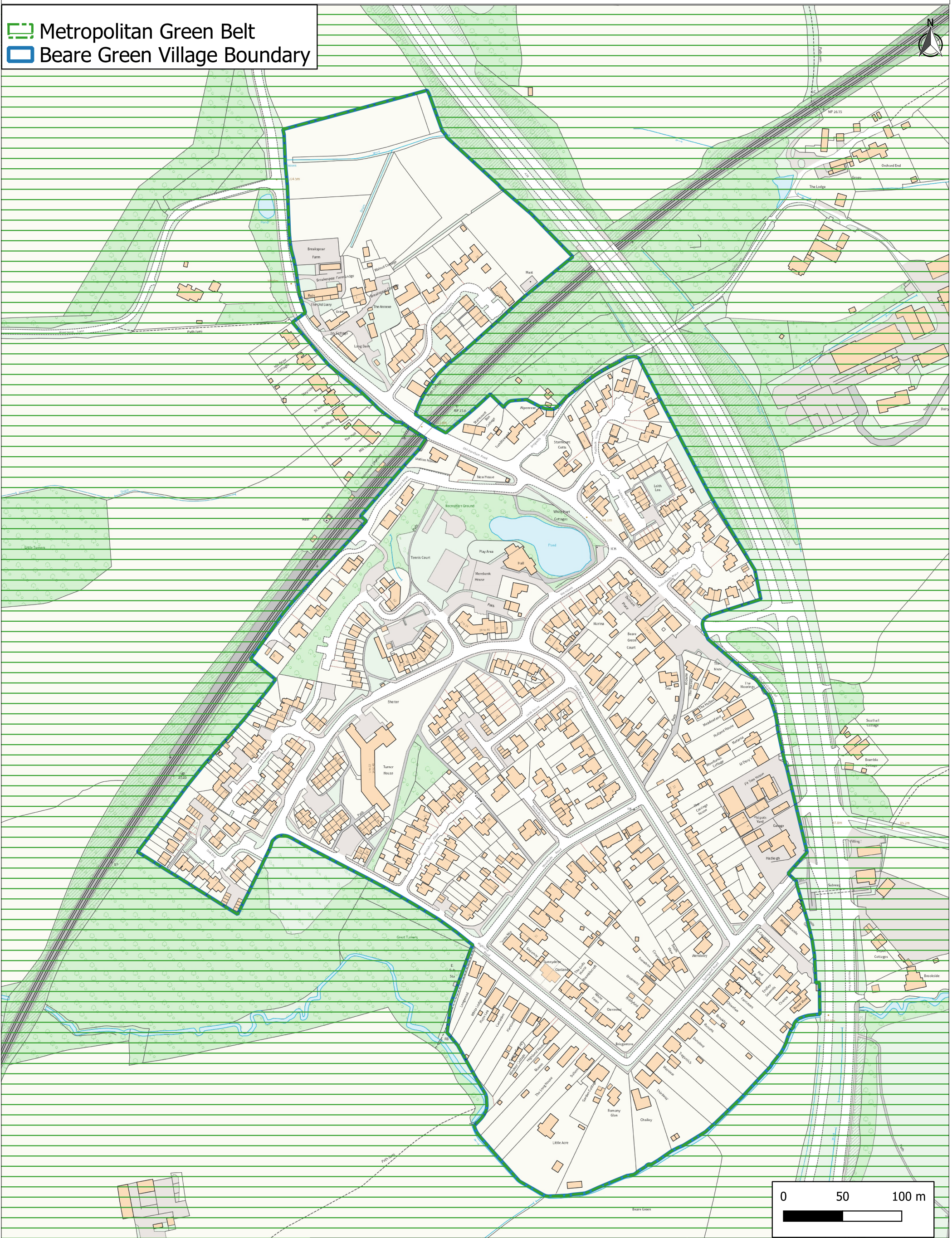
Buildings are generally two-storey, or two and a half storey, or three-storey.

Continuity and Enclosure

Spatial identity is reinforced by low walls, fences and hedges which provide a continuity of the built form.

To give to strength to the identity of the built environment in Beare Green and to aid legibility, the various vernacular features described above should be incorporated into the design of new dwellings and any required Design and Access Statements.

Beare Green and Metropolitan Green Belt Boundary





Capel – Introduction and Historical Context

1. Introduction and History

1.1 The Parish of Capel consists of three villages that have grown through the centuries to accommodate residents occupied in a variety of jobs, both locally and further afield, and dwelling in a village environment. Capel itself started as a settlement of farms and developed into a village spreading from north to south in a linear structure which at one time had several shops and inns and a coaching station as well as a variety of dwellings. An early 12th century document was the first to mention a “chapel of ease”



(Capella) within the Parish of Dorking and this gave the village its name. Around 1334 the chapel was upgraded to a church and after Cromwell abolished holy and feast days in 1536 the church became known as St John the Baptist of Capel.

1.2 In 1279 John de Elfold granted lands in Capel to the Knight Elfold and by 1308 the tenancy of Temple Elford was taken over by the Knights of St John of Jerusalem who stayed over two hundred years.

1.3 The village has greatly changed and developed over the last fifty years creating more accommodation of two/three and four bedroom houses to satisfy the growing families and the need for their own homes. This has given the village a challenge to find space to build more homes and fulfil the need for a variety of homes, including affordable homes, flats, bungalows and small housing whilst also giving those who require larger accommodation the opportunity to increase the size of their homes to meet their needs.



1.4 There are many well-known families and names that have become entrenched in the village such as the Bax family of Pleystowe who were Quakers. The present Friends Meeting House was acquired



in 1724 and still is a feature of the heart of the village.

Other names include yeoman farmers:

Pleystowe 1659-1867
Taylors 1659– 1752
Hoyle 1735–1752
Wattlehurst 1728–1782
Misbrook 1732–1766
Aldhurst 1755–1826
Rushet 1772
Lower Gages 1736-1772
Fylls 1725–1782

Some other old family names became an important part of the fabric of the village - Mortimer, Wigmore, Carterdale (Carters and Dales); Bennetts Wood (built in 1952), Broadwood Cottages (1947), Markham Park (1981-1988) and Grenehurst Park (1990).

1.5 It is the desire of the residents of Capel to allow families to spread across the village without having to move elsewhere by permitting a variety of accommodation to be built that will provide facilities that suit all tastes with the assistance of various agencies, housing associations and local authorities, all assisting in making space for those who wish to remain in a rural environment. Markham Park has provided a variety of accommodation: 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom houses, including a number of affordable homes to accommodate the growing numbers of Capel residents. Markham Park was completed in 1988 and is a popular area with families. A benefactor who lived in Capel donated a piece of land to the village for young families to be given the opportunity of shared-ownership accommodation and Nunn's Field was created for a number of families. This was much appreciated by local residents.

2. Housing, Employment and Services

2.1 Following the departure of a local employer and business closure, land in what is now Laundry Way became available. A local Housing Association in 2011 built a variety of homes, two and three bedroom houses and flats, to accommodate local residents who did not have anywhere to live. Although this resulted in loss of employment land it filled a gap in the accommodation market.



Laundry Way

2.2 Transport – Public transport supports those who do not have their own cars or who are no longer able to drive. Some years ago there were three different bus services running through the village but with the advent of higher car ownership this has now been reduced to one. There is also now a community transport service, Capel Assist, which is run by volunteers and takes residents to hospital and doctor's appointments and school buses serve families with children attending certain schools during term times.

Bus Service

2.2.1 As mentioned in the parish context the number 93 bus service runs 6 days a week between Dorking and Horsham with several bus stops in Capel supplying residents with the opportunity of using a service which has undoubtedly improved over the last few years and currently runs from early morning into the early evening. However, residents are not able to use the bus service if they wish to spend the evening away from the village and must rely on private transport.

Railway Service

2.3 What is today known as Ockley railway station started life as "Capel and Ockley" when it opened in May 1867. At that time there was a substantial volume of traffic from the two local brickworks, as well as milk transport which only ceased in the 1930s when road transport took over. In the 1980s Capel was dropped from the title and the station became known as Ockley. The rail service is a popular form of transport and is valued by commuters as a speedy and safe means of travel. The car park at Ockley is now being extended and consideration is being given to provision of a footpath from Capel to the station for those wishing to walk to the station.

Footpaths & Bridleways

2.5 Regular users keep a watchful eye on paths and bridleways to ensure that they are kept clear of vegetation and sightlines are maintained. Many residents ride bicycles and horses through and around the village and will often ride from one village to another as a form of recreation.



3. Community Infrastructure

3.1 Residents wish to maintain the separateness of their village from neighbouring villages but there is a need to ensure ease of movement between the village and local areas to enable access to schools, workplaces, medical facilities and shops using public transport that matches their needs.

3.2 Schools:

Capel Pre School. Chairperson Michelle Clarke

Scott-Broadwood C of E Infant School. Head Teacher James Baguley.

3.3 The village is well-equipped with two halls for the community to use for activities, clubs, groups and public meetings. The original hall, which fronts onto The Street, was built in 1912. Following the First World War it was renamed Capel Village Memorial Hall as a reminder of the local residents who gave their lives in that war. In 1956 the building was extended, incorporating a kitchen, toilets and a committee room, opening up the facility to many further possibilities. The Memorial Hall is now run by a Management Committee which ensures that the Hall continues to reflect its importance to the community. Recently refurbished alongside the Memorial Hall is the Parish Community Hall which was formerly the Youth Centre. The building also contains the Capel Parish Council office. This new Hall is also available for use by the whole community as well as the youth club which is now under new management.

4. Local Activity Groups

4.1 Clubs – There are numerous clubs and activities in Capel: Badminton, Bridge, Camera Club, Cricket, East Village Book Club, Local History, Football, Guides & Scouts, Beavers & Cubs, Rainbows, Tennis, Stoolball, Lunch Club, WI, Horticultural Society, Choral, Evergreens, Walking, Men's Group, Mothers & Toddlers, Quakers, Allotments, Capel Assist, Flix in the Stix, St Catherine's Hospice, Art, Youth Club, Young Farmers etc Each August the very popular Capel Show takes place on the recreation ground. This is organised by the Horticultural Society alongside the Classic Car Show followed by the Music Festival. Earlier in the year the Military Vehicle Show takes place in the village.

4.2 Church – St John the Baptist Church provides a wide variety of activities for all age groups from toddlers to Bible Reading, Messy Church and Bell Ringing. The Church provides popular Sunday afternoon teas during the summer months and is a very welcome relief to ramblers and walkers and the local community. All cakes are made by generous members of the local community.

5. Employment

5.1 The Doctors' Surgery – Serving the villages of Capel, Beare Green, Ockley and Coldharbour.

5.2 Shops – A general store selling groceries and other provisions and a second general store that also has a café, a Post Office and forecourt selling fuel.

5.3 Businesses – There are many businesses attached to Capel giving employment to the local community – the Pub, Car Care, Tree Surgeon, Music lessons, Music Production, Eco Logs, Removals,



Electrical, Car Hire, Clock Repairs, Horse Riding, Harness Maker, IT Support and Bakers to mention some.

6. The Community

6.1 As Capel village grew over the years the road through the village became unsuitable for the continuous heavy traffic that used this small narrow road on a daily basis. The road was an arterial road from London to the coast at Worthing. In 1930 a petition was set up to move the volume of traffic from the heart of the village. However, the proposal was not finally agreed until the 1980s and the by-pass was finally completed and opened in 1982.



6.3 The historic centre of the village includes the church, shops, school, pre-school, pub and several other businesses. At one stage there were in the region of 10 pubs stretching across the village. Today only one pub remains to serve the community with all the others now turned into dwellings.

6.4 Before the First World War there were many attractive and well used shops all gradually sold and now turned into attractive dwellings and admired for their architectural attractiveness to the village street scene. Now there are only a few retail businesses left but they serve the community well and supply a wide variety of provisions and services.

6.5 Farming activity has reduced over the years and there are only a few farms now which provide food for the community. Some farms are arable and sow crops for animal feed and there are still some where sheep and cows are kept for meat, hides and milk.

7. Environment

7.1 There is a designated Nature Reserve in the village (Dairy House) which is enjoyed by ramblers and walkers.

7.2 Residents wish to retain the rural village ambience and keep the green feeling throughout the village and its surrounds by preserving the green belt as well as nearby Areas of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI) and other areas that are loved and enjoyed by all.

7.3 These aims are recognised as essential and demonstrate the need to maintain the village environment as a comfortable open and pleasant place to live.

8. Village Objectives

8.1. To reduce the speed of vehicles through the whole length of the village, particularly at busy times of the day and especially near the school, shops, garage forecourt and the T-junction.



8.2. To increase the number of affordable dwellings by considering the suitability of sites in Vicarage Lane, Coles Lane and outside the curtilage of the village in accordance with the Housing Needs Survey (2024) and the Mole Valley Local Plan (2024).

8.3. To ensure that footpaths, bridleways and byways are kept in good condition for walkers, cyclists and horse riders.

8.4 To increase recreational facilities, concentrating on open spaces for playgrounds for small children and sports facilities for all ages to use for their various activities.

8.5. To encourage new businesses to come to the village by considering suitable sites around the village that do not encroach on domestic accommodation.

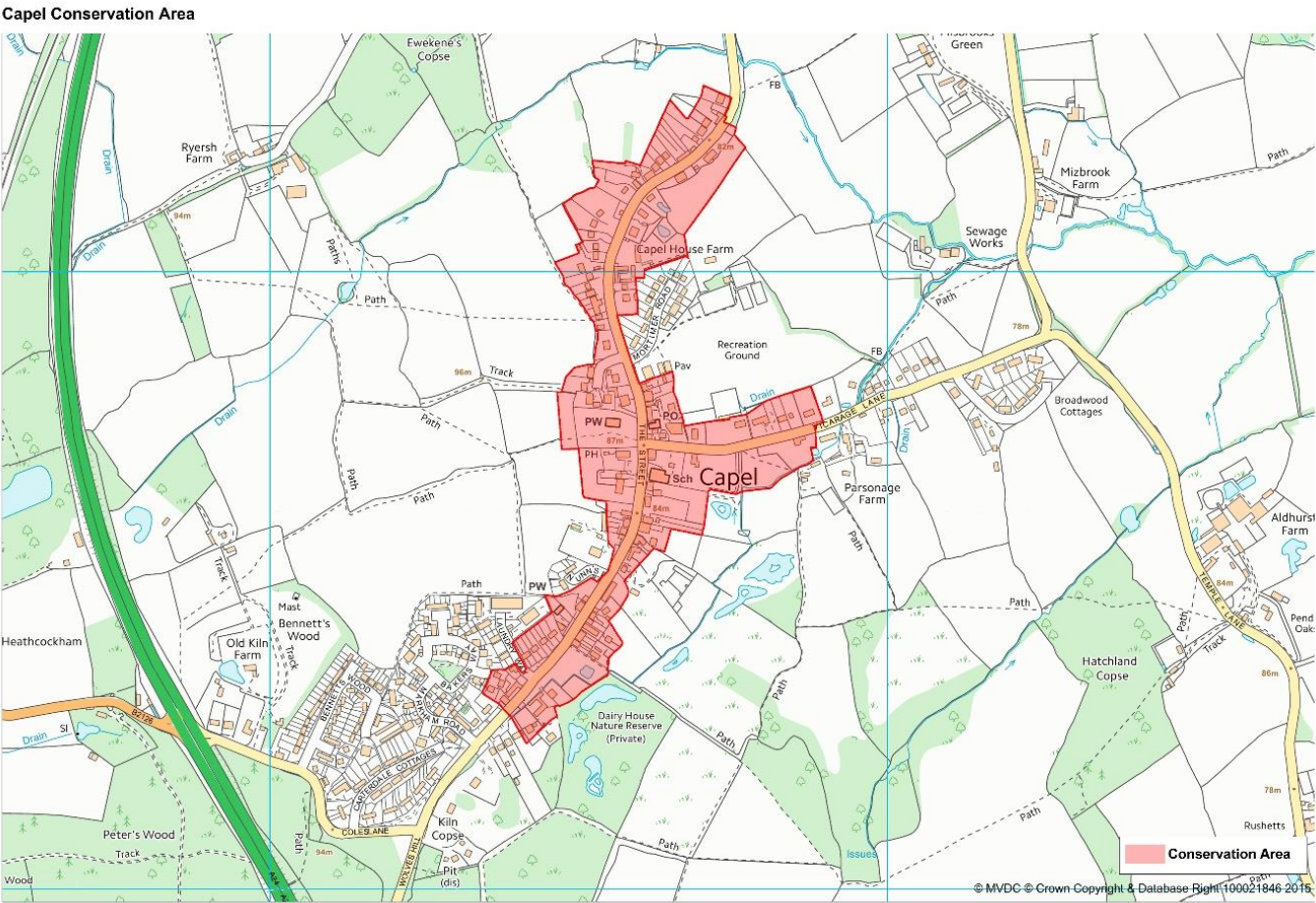
8.6. To consider ways of improving public transport. If the buses and trains ran later in the evening this would encourage more people to leave their cars at home and use public transport.

8.7. To look at use of land and farming today and what can be done to encourage continued use of farming land, keeping livestock, and using the land to its full potential.

8.8 To retain all that is good about present life in the village and carefully consider and plan how we want the village to look and feel for future generations of residents.



Figure 19: Capel Conservation Area in wider area





Character and Identity – Capel Village

Buildings, heights and massing

Styles



Gable into roof under render/pebbledash



Detailed eaves / hip /render /brick



Cottage – render brick under plain roof tile



Timber panels inset



Double Bay Front Sash Windows



Georgian Detached Brick / bay window



Terrace Clay and slate



Detached Cottage



Simple Style Lean-to Front entrance



Canopy under brick elevation



Traditional front Canopy



Semi-detached with bay feature



White Boarding (1980s)



Timber Cladding (2012) Adverse impact solar of panels



Traditional Boarded Cottage



Roofs

Pitches not normally less than 35 degrees to 50 degrees. Mainly plain with some bonnet hip features



Roof with Plan Tile



Slate Roof with Chimney
Victorian



Bonnet Hip Roof



Roof with Dormer

Dormer Roof Features



Traditional in Roof



Modern dormer inserted into Roof Space (2015)



Windows (see also door styles)

Three main designs:

Casement with small panes and leaded lights

Casement with larger panes

Double hung sliding sashes



Walls

Brickwork has simple detailing with some pantile brickwork. Use of local stone adds to village character



Traditional Brick Feature



Local Stone Elevation





Chimney Styles

Many traditional cottages and houses feature chimneys or chimney pots with a wide variety of styles both simple brick pillars to ornate stacks



Features which create a village street scene

Enclosure is achieved by tight building, hedges, low walls all located close to the street edge



Ornate Tile Hanging



Tile and render



Low brick Walls at back of footpath. Min building setback



Church Lych Gate with stone wall



High Hedgerow back of footpath



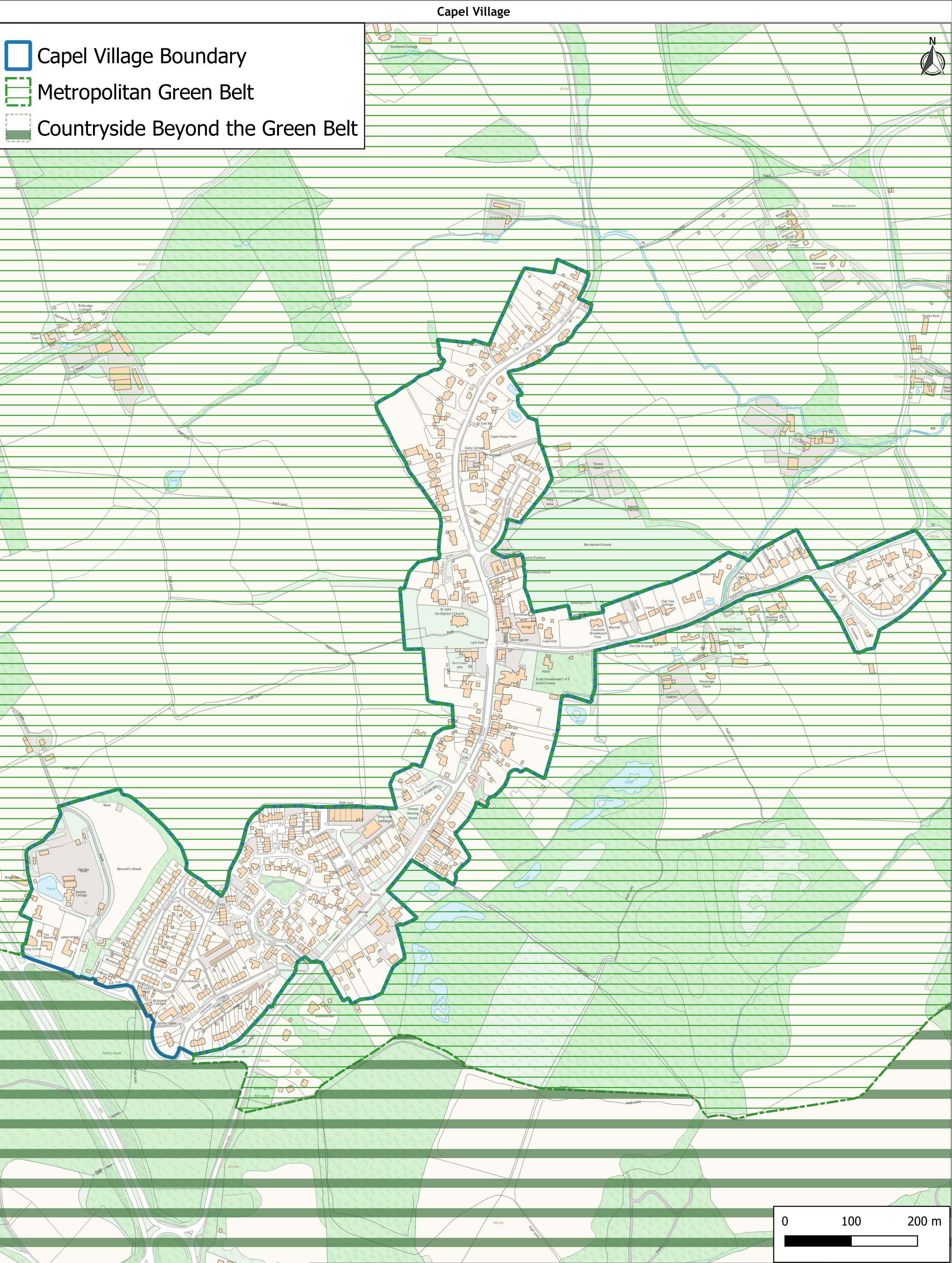
Houses back of footpath



Variety of roof styles and features



Capel Memorial Hall



Capel Village Boundary

Conservation Area

0 60 120 m



Coldharbour – Introduction and Historical Context

Coldharbour is a wonderful village situated in an idyllic location in the Surrey Hills National Landscape. This nationally protected region is managed by the National Trust, the Forestry Commission and the Wotton Estate. It is the highest community in southern England and has been part of the civil parish of Capel since 1894, it also became part of the Parochial Church Council of Abinger with Coldharbour in 1959 and the newly formed Leith Hill Benefice in 2015.

It is essential for residents and visitors that we conserve and enhance the unique character, tranquillity and charm of this place for those who live here now, for those who move here in the future and for those who come to visit and enjoy this enchanted part of Leith Hill.

Coldharbour comprises around 150 dwellings, with a settlement centre and outlying properties spread along narrow meandering country lanes, mostly built on sand and clinging to the steep escarpment of Leith Hill.

At the beginning of its more recent history, Coldharbour had approximately thirty to forty cottages, mainly occupied by workers on the nearby farmland but owned by the local gentry. There was an inn, a general store, blacksmith and a reading room. During Victorian times, two schools were built to educate the children of the villagers, a church was built for village families in which to worship, thanks to the benefactor John Labouchere of Broome Hall, and later a post office arrived. Cricket has always been a popular sport amongst the villagers and Coldharbour boasts a cricket pitch which is the highest in the south of England and continues to maintain its popularity today. The pavilion was rebuilt in 2008 and even though it is completely off-grid it boasts a solar panel system with storage batteries and a rainwater collection facility.

Within a short distance from the 'centre' of Coldharbour there were a number of grand houses owned by local gentry. As time moved on, the area grew and more houses were built on the estates of these country houses, whilst the mansions themselves were divided up into smaller individual dwellings. There were many well-known names who once lived in these great houses – they included Heath, Gore, Piggot-Brown, Vaughan-Williams, Wedgwood and more recently Oliver Reed.

An Iron Age Hill Fort and Camp is situated at Anstiebury dating originally from the 2nd century BC, and occupied again during the Napoleonic wars to shelter women and children from Dorking while the men fought the French. The camp is now on private land but can be accessed from a footpath at the top of Anstie Lane. The old road to Arundel known as Kings High Way once passed through Coldharbour and the area became heavily involved in smuggling.

From an early account, a small boy was awoken in the middle of the night to hold open a gate to let a train of smugglers through. It was only with the establishment of rural police, the building of better roads and the increase in the population of the area, that the lawless element in the community began to disappear and in its place came people from the opposite extreme of society.

There are different types of visitors today. Due to the exquisite natural beauty of the area, Coldharbour has become very popular with tourists, walkers, hikers, cyclists, picnickers and



motorists. There are many more cars today than 100 years ago, but the popularity has not diminished. The resident population of the village has almost halved since the 600 recorded at the end of the 19th century.

The name of Coldharbour is believed to be derived from either 'Collis Arbourum' (Latin) or 'Col d'Arbres' (French), both of which translate as "Hill of Trees", which is still an accurate description, even after the damage wrought to Coldharbour and Leith Hill in the 'great' storm of October 1987.

1 Conservation

- 1.1 The entire ward of Coldharbour is within the Surrey Hills National Landscape and the Metropolitan Green Belt of London. Nestling high on the eastern side of Leith Hill it has distant panoramic views to the north, east and south. Coldharbour is also within a designated Area of Great Landscape Value and a century ago the locality was described as 'Little Switzerland', providing a very popular day out for Londoners. Recently, 'Little Switzerland', Leith Hill Tower and Coldharbour attracted over 800,000 visitors in one year.
- 1.2 Much of the land to the west and south of the village belongs to the National Trust, to the north and the east land is managed or owned by the Forestry Commission providing a diverse range of public footpaths, bridleways and byways for walkers, joggers, cyclists and horse riders.
- 1.3 The central part of Coldharbour is covered by a Conservation Area designated in 1975. The Conservation Area provides an extra layer of protection when coming to review planning applications.

2 Social

- 2.1 In terms of its social structure and demography, the village has a relatively eclectic mix of residents, professions and age groups and in recent years, a larger number of younger people and young families have moved here.
- 2.2 The village is a vibrant and thriving community, supporting its parish church, Christ Church, and participating in a very wide variety of social activities including :-
 - The annual Village Fete
 - Quiz nights
 - Village day
 - Village BBQ's
 - Sporting activities (including cricket, aikido, stool ball)
 - Music activities (including the choir and village bands)
 - Social (including Friday coffee mornings, Film evenings)

All of these activities are co-ordinated by the Coldharbour Sports and Social Club (aka Village Society) which also holds the liability insurance covering all sanctioned village events. In 2007 a project to rebuild the sports pavilion on the cricket ground was successfully



completed and a further 99 years lease was negotiated with the National Trust for the use of the ground. A village web-site (www.coldharbour.net), email group and Facebook page are all extensively used to publicise events, news and opportunities.

There is a children's playground on the Memorial Ground opposite the church on Abinger Road which is maintained and insured by Capel Parish Council.

The Leith Hill Action Group (LHAG) was established to oppose the planning application to explore for hydrocarbons under the village and came to successful conclusion in 2011.

- 2.3 Capel Parish Council is the elected body which serves the ward of Coldharbour. It owns and maintains the land opposite Roffeys in the village centre and also contributes to the upkeep of the church hedge, the children's playground, the sports pavilion, the parish notice board and the village clock. Its other primary purpose is to participate in the review process of all planning applications. It also has a web-site (www.capel-pc.gov.uk) on which details of meetings and councillors can be found. The agenda of all public meetings are also posted regularly on the parish notice board. The council has representatives who sit on other committees such as SALC, MVDC Standards Committee, Surrey Hills Board working groups, the Police Rural forum and the Dorking Hills Highway forum. The council is funded by a very small proportion of the annual council tax charge amounting to an average of £100 per annum per household.
- 2.4 The John Venus Hall and the Church require substantial funds for maintenance which is most challenging for a small village to meet. Many village events are held in both buildings and fund-raising is achieved by charging for their use. Donations for upkeep are always given as a result of each event.
- 2.5 Originally a 17th century coaching inn, the Plough Inn is in the heart of the village offering a popular meeting place for villagers and visitors alike. It is the only public house in the village, is the most significant employer in Coldharbour and stages its own activities and events. Recently renovated along with a small general store, this has added extra value to the facilities and easement of local people, whilst the extended pub car park helps reduce the congestion of vehicles parking in the village centre particularly at weekends.

3 Economic

- 3.1 The village is populated predominantly by residents who are either retired; semi-retired; self-employed working from home; working outside the village in various trades or working outside the village in professional and managerial positions.
- 3.2 There are only limited sources of employment within the village itself with most work undertaken by people from outside the village.
- 3.3 Recently the Coldharbour Ward, was one of the winners of the national 'Race to Infinity' competition organised by BT Openreach. The campaign was spearheaded by Coldharbour



residents. This meant that high-speed, fibre-optic broadband will be supplied to all but the most outlying properties in the ward. This roll-out has been completed.

4 Environmental

- 4.1 The natural environment of Leith Hill with its forests, woodlands and heathlands provide a wonderful panoramic setting, with opportunities for local residents and visitors to walk, jog, bike ride and horse ride well away from roads and the built environment. The land owned by the National Trust is subject to its inalienable rights, while that leased by the Forestry Commission is also thought to be well protected. Wotton Estate own much of the rest of Leith Hill, to the west of the National Trust and Forestry Commission holdings.
- 4.2 Much of the other land around the village is either woodland or fields which are predominantly used to keep horses, sheep and other livestock. In some fields corn is grown to provide cover for pheasant. A number of properties in the village keep chickens but Broome Hall Farm is the only active agricultural enterprise.
- 4.3 The local environment, including the deeply recessed Coldharbour Lane, risked serious damage as a direct result of the proposal to permit oil and gas exploration in Bury Hill Wood. This was of great concern to residents who do not want to see any further explorations for or any extraction of hydrocarbons in the Surrey Hills National Landscape and Metropolitan Green Belt of London. This proposal was finally defeated in 2017 and any interest in the site was withdrawn in 2020.
- 4.4 Some aspects of the local environment are also being placed at risk as a direct consequence of increases in the number of visitors, with car parking a particular problem. This is further compounded by the increasing popularity of Leith Hill and Coldharbour by mountain bikers and road cyclists particularly at weekends.
- 4.5 There are two byways within the parish of Capel both meet at the centre of Coldharbour village. One heads north towards Wotton and is called Wolvens Lane, the other heads west up over the hill towards Leith Hill Tower and then down to rejoin Abinger Road beyond, it is known as Coldharbour Common Road. The byways are used, particularly in the winter months, by recreational 4x4 and scramble bike riders. This activity serves to destroy the surface of the byways making them impassable but for the largest of vehicles. On several occasions criminal damage has occurred to the fences, gates and wooden stumps bordering the byways. In 2023, in conjunction with Capel Parish Council and the National Trust, a permanent Traffic Regulation Order was granted by Surrey County Council on Wolvens Lane to ban the use of 4-wheeled vehicles from using it and a locked, steel gate was erected about half way along the byway. In 2024 the surface of Coldharbour Common Road was replaced at considerable expense. Monitoring the use and abuse of the byways continues to be a significant issue.
- 4.6 Some mountain bikers and scramble bike riders are threatening the safety of walkers and horse riders when they ride their bikes on bridleways and illegally on footpaths and 'off-



piste'. There needs to be a clearer system of signage of mountain bike trails, public footpaths and bridleways to reduce the risk of injury. In 2008 a dedicated mountain bike trail, known as Summer Lightning, was developed in order to remove the need for the bikers to ride on footpaths and bridleways. The initial section runs from Leith Hill Tower to a point north of Coldharbour where it crosses from National Trust to Forestry Commission Land, the eventual plan is for it to run all the way to Wotton. This trail is managed by the Surrey Hills Board and there are currently plans to improve and extend it, this is a difficult process as all three landowners have to agree in particular to the liability issues.

- 4.7 Specialist Rural policing is extremely important in an environment such as Coldharbour. Often the 101 service offered by the police fails to acknowledge a rural crime and hence issues are not dealt with correctly e.g. the officers eventually arrive in the wrong type of vehicle. A CountryWatch scheme was established which, if updated correctly by the 101 team, could send texts and emails to local landowners warning of in-flight crimes such as fly tipping and burglary and has had some success in catching miscreants, even though very successful this was withdrawn due to lack of funding. The lack of police officers with specific rural training and appropriate equipment continues to be a significant issue.
- 4.8 The NDP reinforces the conservation of the natural environment of Coldharbour and the whole of the Leith Hill area as this is equally essential to the village and the wider community who visit Leith Hill.
- 4.9 The NDP should prevent further oil or gas exploration or extraction from being permitted within the Surrey Hills National Landscape or Metropolitan Green Belt of London.
- 4.10 The NDP requires Surrey County Council and the Forestry Commission to maintain their byways and keep them open to ALL traffic and users or alternatively should assist in applying for closures of the byways to large 4x4 vehicles. The noise and disturbance caused by scramble bikes continues to be a significant issue.
- 4.11 The NDP requires Surrey County Council and the Forestry Commission designing and erecting clear signs explaining the use of the different pathways.

5 Housing

- 5.1 It is generally felt that the unique character of Coldharbour, a small rural village perched near the summit of Leith Hill, within the Metropolitan Green Belt and Surrey Hills National Landscape would gain no benefit from any additional housing stock. It is of course appreciated that whilst a family may need to extend their properties, this should always be done within reason and in full consideration of the village design as a whole. This would also help to maintain the current range of mixed housing stock that is available here. At present whilst the average price of freehold property in Coldharbour is £875,000, prices for a 2 bedroom terraced cottage start at £395,000 freehold.



- 5.2 The feasibility of 'affordable' or 'shared ownership' housing has been discussed from time to time and there is some local interest in this. However there is an overwhelming concern that the principle of 'affordable' housing can so easily be eclipsed by the spectre of profit over principle. 'Affordable' homes and 'starter' homes, are not fully protected from inappropriate development and inappropriate speculation on the open market. Additionally, affordable homes are so easily subject to the 'buy- to-let' market at exorbitant rental values. Then there is the current imperative of the 'right to buy' scheme for social housing whereby council and some housing association properties become private dwellings, developed to the maximum in order to achieve the highest value on the open market.
- 5.3 In Coldharbour the general consensus is against the provision of new developments, including 'affordable' homes, 'starter' homes or social housing unless the Housing Needs Analysis conducted in March 2016 by Surrey Community Action confirms otherwise. If the development of 'affordable' homes were to proceed then legal covenants must be established to preserve their status in perpetuity.
Development may be permitted having regard to the development for rural exception sites (Policy H4 MVLP).

Rural Exception Policy CA-COP01 applies

6 Education

- 6.1 The village used to have two schools, due to lack of numbers both closed long ago and were converted to private houses.
- 6.2 There has been an increase in younger children living in the village over recent years there are still insufficient numbers to warrant a school in Coldharbour. Fortunately there are excellent nursery primary and secondary state schools in Abinger Common, Dorking and Westcott and also several pupils are currently being educated in the independent sector.
- 6.3 No NDP measures are required for Education.

7 Employment

- 7.1 The only sources of employment within the village are:
- Crockers Farm Stables, whose staff are in part seasonal and drawn from outside the village and with its specialisation in polo some staff are drawn from South America.
 - The Plough Inn and shop, which apart from the landlords (being long term local residents), draws its staff from inside and outside the village.
 - The pheasant shoots, that take place around the village. One of these uses the Forestry Commission's land at Bury Hill and Redlands Woods and the other is on the Broome Hall Farm estate. Neither contributes significantly to local employment, other than that on Bury Hill and Redlands Woods, which uses the



Plough Inn for refreshments. The shoot was permanently discontinued in 2025.

- Concerning house and garden maintenance and property improvement people are employed from inside and outside of the village.

7.2 No NDP measures are required concerning Employment

8 Transport

8.1 Access to the village is via four narrow lanes, all marked by Surrey Highways as being unsuitable for HGVs. The main highway, Coldharbour Lane provides access to and from Dorking and it is a winding sunken lane, with historic banks on either side for much of its length as it climbs up into the village. Anstie Lane, which is particularly narrow and twisting, is not really suitable for anything other than providing access to the properties along it. Broome Hall Road, although a little wider than Anstie Lane, is also narrow and has some really sharp bends. Abinger Road is also relatively narrow and has suffered from major landslips in recent years.

8.2 It is essential to residents that Coldharbour Lane is kept passable at all times, as it provides the main route out of and into the village. It must also remain on the County Council's priority 1 list for salting in the winter and should be kept free of fallen leaves throughout the autumn.

8.3 All four access roads are used extensively by road cyclists. A particular problem is caused by 'sportives', which unfortunately require no permissions even though large numbers of cyclists race against the clock on steep, narrow, winding lanes. Compounding the road behaviour which such events can lead to, is the failure of some cyclists to wear high visibility clothing and to ride with lights creating a danger to all road users. Many of these cyclists also tend to ride in large groups rather than in single file, adding to the risk of traffic accidents.

8.4 The village is served by a Buses4u service running to Dorking and Horsham twice a day, Monday to Friday only. While suited for some travel, its times of operation are such that its use by Coldharbour residents is limited. Despite the limitations, it still provides a vital service for those unable or choosing not to travel by motor vehicle. Recently a very successful Mole Valley On Demand service was introduced.

8.5 As noted in Section 4, Environmental, the use of Leith Hill by mountain bikers and walkers has led to a substantial increase in demand for car parking. While National Trust and Surrey Wildlife Trust car parks accommodate much of this demand, discussions have been held with the Forestry Commission about the provision of additional parking on land off Coldharbour Lane, before the village.

8.6 There is an extensive network of footpaths in and around Coldharbour, some of which are not registered and shown on the County Council's map of statutory paths – the 'Definitive Map'. However, most of the unregistered paths are defined under Common Law (reinforced



by the 1980 Highways Act) as 'presumed dedications', having been used for more than 20 years without challenge by the landowner. Since the landowners do not always recognise their responsibilities for such footpaths, it is highly desirable that action is taken to obtain registration. This has become particularly important as under the 2000 Countryside and Rights of Way Act, footpaths not registered by 2026 might cease to be defined as such.

- 8.7 All residents living in the 'centre' of Coldharbour want to see traffic calming and speed reductions as a matter of urgency. In 2024 the speed limit of all lanes in the area was reduced to 40 mph and a limit of 20 mph was imposed through the village. This has had considerable effect on motorised traffic in the area but sadly is totally ignored by road cyclists, the section through the centre of the village is downhill and cyclist often pass through at well over 20mph.
- 8.8 It is essential for Coldharbour Lane to be kept passable for motor vehicles at all times. It must remain on the County Council's priority 1 list for salting in the winter and should be kept free of fallen leaves throughout the autumn and that Abinger Road is not adversely affected by further landslides.
- 8.9 The use of the lanes into and through the village by cyclists, particularly by Sportives, must be monitored and appropriate action taken to ensure the safety and convenience of all users.
- 8.10 The NDP specifies that steps should be taken to ensure that all footpaths in and around Coldharbour that are in regular use and classed as 'deemed dedications' are registered and included on the definitive map.
- 8.11 The NDP reinforces with SCC Highways the urgent need for traffic calming measures and speed restrictions through the centre of Coldharbour village.



9. Heritage

9.1 Many houses in Coldharbour are over 100 years old and a number of these are listed here along with Anstiebury Camp (2nd century BC) :-

- Anstiebury Camp Iron Age hillfort is a Scheduled Ancient Monument of National Importance
- K6 telephone kiosk
- Christ Church
- Mosses Wood Cottage
- Woodsmoke Cottage
- Highland Cottage
- Clock House, Broome Hall
- Hunting Lodge, Broome Hall
- 1-5 Broome Hall
- Collickmore Farm House
- Barn at Collickmore Farm.

9.2 While the built environment is a key element of the special nature of Coldharbour, the natural environment, with its extensive common land and features such as the Dukes Warren (now owned by the National Trust – with some minor exceptions for Coldharbour Common) is the dominant attribute. Much of the National Trust property is designated as a Site of Special Scientific Interest (SSSI), which provides some protection, as does the AONB designation. However, the decision to permit oil and gas exploration within the AONB and the village is most concerning. The risks these works impose on the fragile historic environment of Coldharbour Lane, demonstrates the need for active vigilance to ensure the effective conservation and protection of the natural environment and the multiplicity of endangered species we find here. The present generation has inherited this ecology and wishes to pass it on for the benefit and pleasure of future generations of residents and visitors.

9.3 The NDP must help to reinforce that the natural and historic environment of Coldharbour and its surrounding areas must be afforded the highest levels of protection against any form of development, works or other activities that might cause damage or detriment to this unique environment.



Character and Identity – Coldharbour

The character identity of Coldharbour is varied and eclectic. The dwelling photographs provide a broad palette of materials, styles and features.





Figure 22: Coldharbour

Coldharbour





Figure 22: Existing Coldharbour Conservation Area

Coldharbour Conservation Area

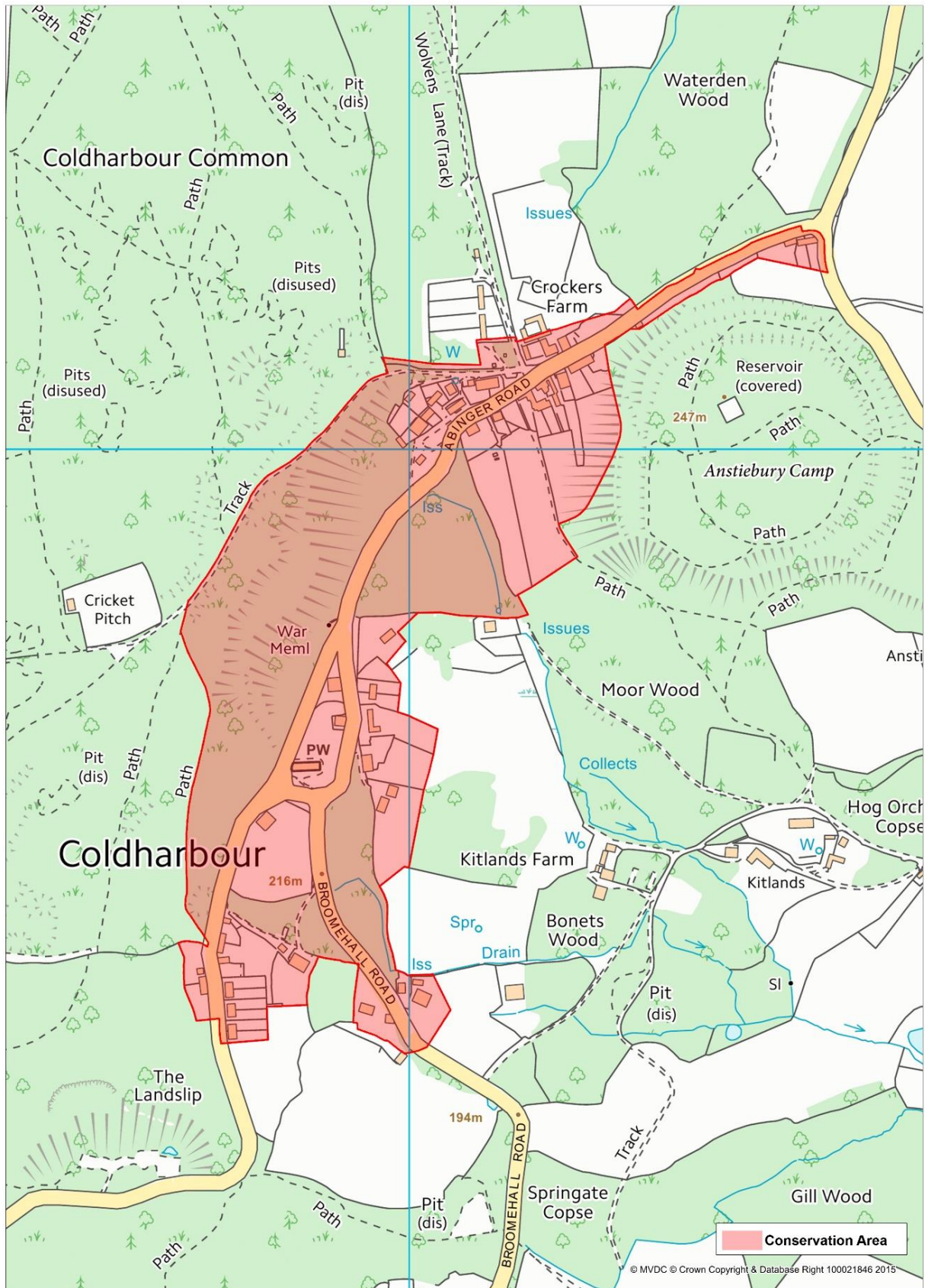
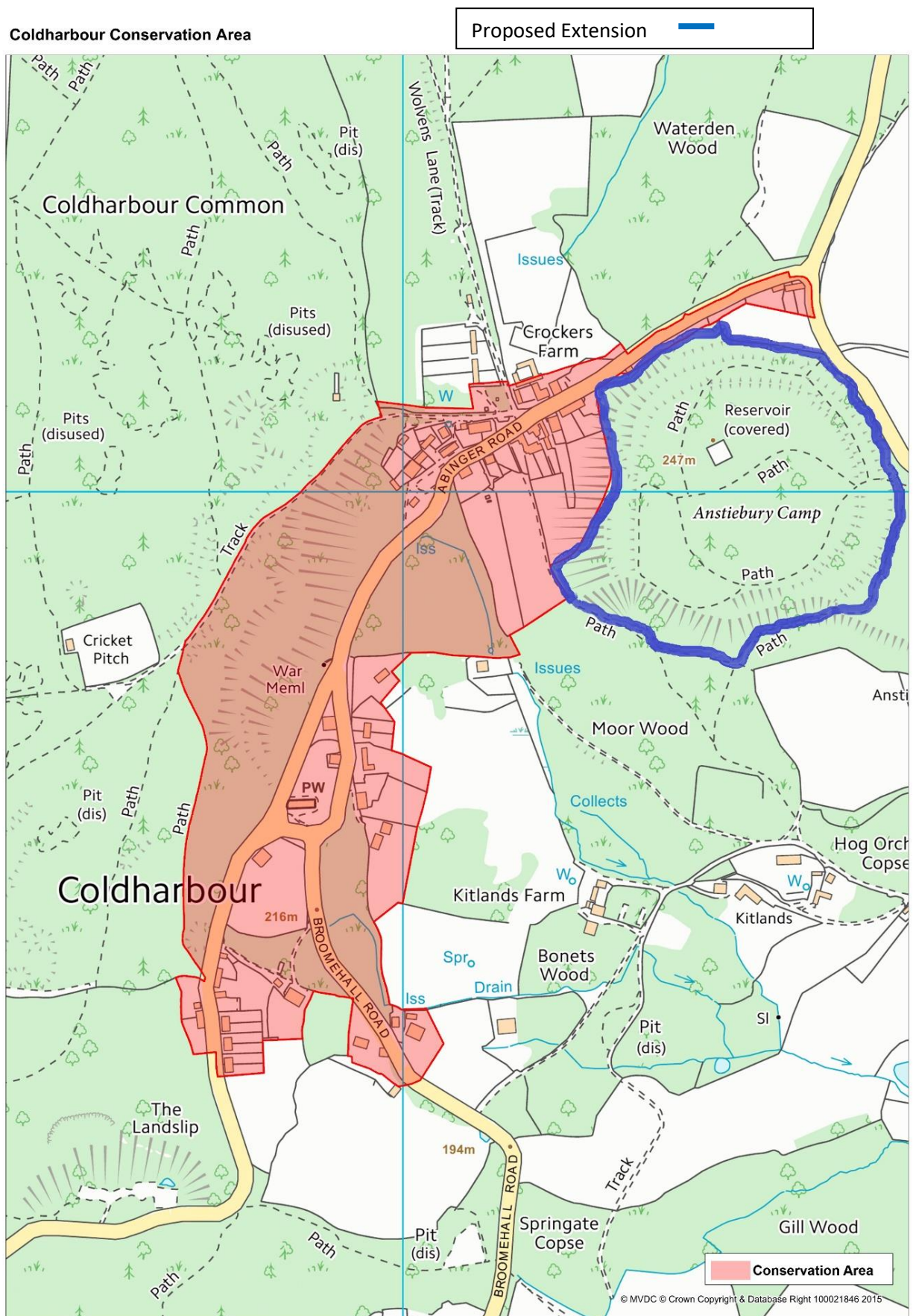




Figure 24: Proposed Coldharbour Conservation Area Extension





SECTION 7

SUPPLEMENTARY DOCUMENTS

- 1 List of Capel Neighbourhood Plan Policies**
- 2 Glossary of terms**
- 3 List of Figures**



NEIGHBOURHOOD DEVELOPMENT PLAN

SCHEDULE OF NEIGHBOURHOOD PLAN POLICIES

HOUSING
CA-H1: Allocate land for homes
CA-H2: Integrate allocated sites
CA-H3: Provide affordable housing
CA-H4: Rural Housing Exception
CA-H5: Housing Mix
CA-H6: Windfall sites

WORKING AND SHOPPING
CA-WS1: Permit small shops on allocated sites
CA-WS2: Retain existing employment land in employment use

GETTING AROUND
CA-GA1: New development to provide good pedestrian and cycle connections to the village centre and other local destinations
CA-GA2: Provide public parking associated with shops – FIG3 and FIG4

COMMUNITY, LEISURE AND WELLBEING
CA-CLW1: Appropriate standards of open space from all housing developments
CA-CLW2: Standards for play and sport to meet F.I.T. requirements. The framework identifies 10 key policies
CA-CLW3: Protect, enhance and improve playing fields (including school playing fields)

ENVIRONMENT, SUSTAINABILITY AND DESIGN QUALITY
CA-ESDQ1: Protect existing open spaces
CA-ESDQ2: Incorporate Sustainable Urban Drainage into new development
CA-ESDQ3: Design of new development to be of high quality and make a positive contribution towards the distinctive character of the village as a whole and must relate well to its site and its surroundings. New development must contribute to local character by creating a sense of place appropriate to its location
CA-ESDQ4: Building style must be appropriate to the historic context
CA-ESDQ5: Development requiring archaeological investigation
CA-ESDQ6: Development proposals, particularly where sited on the village edge must seek visual connections with the countryside
CA-ESDQ7: Streets within new development must be designed as pleasant places to be
CA-ESDQ8: Pedestrian and cycle routes must link together potential destinations, such as new housing and the village centre
CA-ESDQ9: Design in the 'forgotten' elements from the start of the design process
CA-ESDQ10: Design car parking /traffic calming so that it fits in with the character of the proposed development



Beare Green Specific Policies

CA-BGP01: Extensions and alterations to existing dwellings should have regard to the proximity and privacy of neighbourhood dwellings. Materials should respect the prevailing characteristics of the immediate locality

BGP02: Proposals for the use of existing agricultural buildings on farmsteads for employment purposes will be supported, subject to the following criteria:

- the employment use can be contained within the building concerned without extension or external storage.
- any conversion works are carried out in a manner appropriate to the character of the building and have no adverse impact on its surroundings; and
- the use concerned does not generate any unacceptable traffic impacts or detrimentally affect the character of the rural road work.

Where the property is within the Green Belt the proposal should not have a materially greater impact than the present use on the openness of the Green Belt and the purpose of including land within its boundaries.

Proposals that provide starter business units will be particularly supported.

Coldharbour Specific Policies

CA-COP01: The natural and historic environment of Coldharbour and its surrounding areas should be afforded the highest levels of protection against any form of development, works or other activities that would detrimentally affect its character or appearance.

CA-COP02: Rural Exception criteria for affordable housing will be encouraged in line with adopted Mole Valley Policies.



NEIGHBOURHOOD DEVELOPMENT PLAN

GLOSSARY OF TERMS

AONB

Areas of Outstanding Natural Beauty.

Affordable Housing

Means housing ***“provided to those whose needs are not met by the market, for example homeless persons and key workers.”*** It comprises social rented housing and intermediate housing and should: -

- (i) Meet the needs of such households in terms of affordability, having regard to local incomes and local house prices.

(See Report prepared for Mole Valley District Council by Peter Brett Associates which details house prices in each of the Parish Villages).

- (ii) Include a mechanism whereby the home is either to remain at an affordable price, or else any subsidy provided to such a unit can be recycled for additional affordable housing provision.

CSA Report

Landscape and Visual Sensitivity Assessment

Density

Net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within a site, private garden space, car parking areas, incidental open space and landscaping and children’s play areas, where these are provided.

Gross dwelling density is calculated on the basis of gross site area, which includes buffer planting, roads serving not only the development but the wider area (e.g. distributor roads) and open space that serves not only the development but the wider population.

Gross site area

Includes all the elements within the definition “net site area” but also: -

- (i) Major distribution roads.
- (ii) Primary schools.
- (iii) Open spaces.
- (iv) “Significant landscape features such as buffer strips.”

Homes

A single unit of living accommodation such as house or a single dwelling in a block of flats. A maisonette is a single building but two homes.



Housing Land Availability Assessments

Survey by Capel Parish Council

- (i) An estimate of housing needs and demand, for both market and affordable housing.
- (ii) A means of determining that demand.
- (iii) A means of identifying different types of accommodation for different types of occupiers.

Intermediate_Housing

- (iv) Means housing ***“at prices or rents above those of social rent but below market prices or rents.”*** It is specifically acknowledged that they can include ***“shared equity products (for example HomeBuy)”*** and intermediate rent.

Key_Worker

‘Key Worker’ is defined by reference to the Government’s own definition. ‘Key Worker’ housing sample includes Forestry Commission land.

Land_Availability

- (i) A means of assessing the numbers tied up in unimplemented permissions, or in sites presently under construction.
- (ii) The availability of land and any constraints to bringing it forward for development, together with how they can be overcome.
- (iii) A means of assessing how many units each allocated site could deliver.

MGB

Metropolitan Green Belt.

Net site area

Means the area to be developed for housing and “directly associated uses” and includes: -

- (i) Access roads.
- (ii) Private garden space.
- (iii) Car parking areas.
- (iv) “Incidental open space and landscaping;”
- (v) Local children’s play areas.



Previously developed land

- (i) Is land which is or was occupied by a permanent structure (other than agricultural or forestry buildings) and associated fixed surface infrastructure.
- (ii) Includes the curtilage of the developed land, although “curtilage” is not attempted to be defined as it is a legal term.
- (iii) Excludes land and buildings used or previously used for agricultural or forestry purposes, and land within built-up areas not previously developed (e.g. parks, recreation grounds and allotments).
- (iv) Also excludes previously developed land where a structure or activity on the land is now blended into the landscape “in the process of time.”

SEA

Strategic Environmental Assessment

Social Rented Housing

Means housing owned by either a local authority or an RSL for which guideline target rents are specified or rented housing provided under equivalent rental arrangements, as agreed with the local authority or with the benefit of funding.



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NEIGHBOURHOOD DEVELOPMENT PLAN

GLOSSARY OF TERMS

AONB

Areas of Outstanding Natural Beauty.

Affordable Housing

Means housing ***“provided to those whose needs are not met by the market, for example homeless persons and key workers.”*** It comprises social rented housing and intermediate housing and should: -

- (i) Meet the needs of such households in terms of affordability, having regard to local incomes and local house prices.

(See Report prepared for Mole Valley District Council by Peter Brett Associates which details house prices in each of the Parish Villages).

- (ii) Include a mechanism whereby the home is either to remain at an affordable price, or else any subsidy provided to such a unit can be recycled for additional affordable housing provision.

CSA Report

Landscape and Visual Sensitivity Assessment

Density

Net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within a site, private garden space, car parking areas, incidental open space and landscaping and children’s play areas, where these are provided.

Gross dwelling density is calculated on the basis of gross site area, which includes buffer planting, roads serving not only the development but the wider area (e.g. distributor roads) and open space that serves not only the development but the wider population.

Gross site area

Includes all the elements within the definition “net site area” but also: -

- (i) Major distribution roads.
- (ii) Primary schools.
- (iii) Open spaces.
- (iv) “Significant landscape features such as buffer strips.”

Homes

A single unit of living accommodation such as house or a single dwelling in a block of flats. A maisonette is a single building but two homes.



Housing Land Availability Assessments

Survey by Capel Parish Council

- (i) An estimate of housing needs and demand, for both market and affordable housing.
- (ii) A means of determining that demand.
- (iii) A means of identifying different types of accommodation for different types of occupiers.

Intermediate_Housing

- (iv) Means housing ***“at prices or rents above those of social rent but below market prices or rents.”*** It is specifically acknowledged that they can include ***“shared equity products (for example HomeBuy)”*** and intermediate rent.

Key_Worker

‘Key Worker’ is defined by reference to the Government’s own definition. ‘Key Worker’ housing sample includes Forestry Commission land.

Land_Availability

- (i) A means of assessing the numbers tied up in unimplemented permissions, or in sites presently under construction.
- (ii) The availability of land and any constraints to bringing it forward for development, together with how they can be overcome.
- (iii) A means of assessing how many units each allocated site could deliver.

MGB

Metropolitan Green Belt.

Net site area

Means the area to be developed for housing and “directly associated uses” and includes: -

- (i) Access roads.
- (ii) Private garden space.
- (iii) Car parking areas.
- (iv) “Incidental open space and landscaping;”
- (v) Local children’s play areas.



Previously developed land

- (i) Is land which is or was occupied by a permanent structure (other than agricultural or forestry buildings) and associated fixed surface infrastructure.
- (ii) Includes the curtilage of the developed land, although “curtilage” is not attempted to be defined as it is a legal term.
- (iii) Excludes land and buildings used or previously used for agricultural or forestry purposes, and land within built-up areas not previously developed (e.g. parks, recreation grounds and allotments).
- (iv) Also excludes previously developed land where a structure or activity on the land is now blended into the landscape “in the process of time.”

SEA

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