

VILLAGE DESIGN STATEMENT

DRAFT CONSULTATION DOCUMENT

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1 INTRODUCTION

1.1 What is a Village Design Statement?

“A village Design Statement sets out clear and simple guidance for the design of all development in a village based on its character.....It will not stop change from happening, but it can affect how any new building fits into the village. Village Design Statements are intended to influence the operation of the statutory planning system, so that new development is in harmony with its setting and makes a positive contribution to the immediate environment.”

The Countryside Agency

This Statement has been compiled on behalf of the Claygate residents by the Village Design Statement Committee to describe the village and the qualities most valued by local people. It is aimed at being adopted by the Elmbridge Borough Council as a Supplementary Planning Document to support the Local Plan and the emerging Local Development Framework as it affects Claygate. The guidelines for the design of rural buildings and their settings, as set out in this document, are part of the nationwide Countryside Agency initiative to safeguard local character and protect the countryside. They will be taken into account when planning applications are assessed, and should also be considered by developers, landowners and residents.

The guidelines are primarily intended to cover the built up part of Claygate as defined in the Local Development Framework, however the guidelines can also be applied to development proposals within other parts of the Parish provided they are acceptable under Green Belt policies.

1.2 Preparing the Village Design Statement

This Village Design Statement (VDS) has been the subject of a lengthy public consultation process. This started with an initial public meeting in October 2007 to gauge the community's interest and attract volunteers. From this a steering committee was formed and a questionnaire developed with feedback from the Parish Councillors and the trials. This was trialed at various venues and appropriate alterations made. Meanwhile the Parish magazine carried articles keeping people updated with the general progress of the VDS. Via the volunteer delivery scheme for the Parish Newsletter a copy was posted to all households in Claygate. Posters were placed to remind and encourage everyone to complete the questionnaires and hand them back for the end of October 2008. We were fortunate in receiving a 30% response to the questionnaire. Further teams of volunteers have helped with summarising information from them.

The attitudes of Claygate residents to a range of architectural styles were tested in March 2009, when boards of photos showing different architectural styles and details, along with a questionnaire were displayed at various venues. This Architectural Survey was presented over two days at the Village Hall, the Day Centre and Wingham Court. The data from this and the VDS questionnaire have been analysed and are shown in Chapter 6, Results of the Surveys.

So that these local ideas can be incorporated into planning policy, the VDS is produced in the form of a Supplementary Planning Document (SPD). It should form part of the statutory Elmbridge Borough Council Local Development Framework, which guides development in the Borough.

The objective of the Village Design Statement SPD is:

To protect and enhance the local distinctiveness of Claygate, in respect of its built environment and landscape, through guiding new development and other changes to the environment.

1.3 How Will a Village Design Statement Work?

The VDS will be taken into account when planning applications are determined. It is also intended to guide local initiatives and assist in guiding the quality of the environment even when planning permission is not required. This can happen for example when change is brought about by the smaller day to day adjustments to homes and gardens, open spaces, paths and hedges, which alter the look and feel of the whole Village. This Statement is therefore addressed to:

- Statutory bodies and public authorities including the Borough Council and Claygate Parish Council.
- Planners, Developers, Builders, Architects, Designers and Engineers.
- Local Community Groups.
- Householders and Businesses.

2 THE EVOLUTION OF CLAYGATE

2.1 Shaping the Built Heritage

Claygate was recorded in the Domesday survey of 1086.

“The Abbey itself (of Westminster) holds Claigate in Thames Ditton. In the time of King Edward it was assessed for two and half hides: now for half a hide. The land is for 2 ploughs. In demesne there is one: and (there are 3 villeins and 2 borders with 1 plough. There are 5 acres of meadow, wood worth 1 hog. In the time of King Edward it was worth 40 shillings; now 50 shillings.”

The Victoria County History

Claygate is first documented as a settlement shortly before the Norman Conquest, as a manor gifted to the recently formed Westminster Abbey by one Tostig, probably the Earl Tostig of Northumbria. At that time it was a very small impoverished settlement of 5 households, there was no church or mill.

Following the dissolution of Westminster Abbey's monastic community in 1538/9, the Manor of Claygate seems to have passed through various hands before reverting to the Crown. In 1538 the Parish of Thames Ditton, which included most of Claygate at that time, was incorporated into the enclosed “chase” (royal hunting park) of Hampton Court. The activities of the herds of deer and royal hunting parties seriously disrupted agriculture and in 1547, after Henry V111's death the chase was returned to the control of its tenants, following a petition.

Over time eight different spellings of the name have been recorded in ancient documents; Claeigate (1066); Cleigate (1066 and circa 1400); Claigate (1086 – in the Domesday Book); Cleigat (1203); Claygate (1255); Cleygate (1539 and 1596); Cleygott (1605); and Cleagate (1610). Back in 1760 on a map of the County of Surrey prepared by Emanuel Bowen, the village is shown as Clay Gate. This separation of the name into two words gives a clear indication of the place, which is in fact situated at the beginning of a belt of clay, which is capped in places by sand in the southern part of the parish.

Claygate for many years was merely a part of the holdings of great landowners in the surrounding districts, which was held and sold with Thames Ditton. This explains why there is, and never was, a manor house in Claygate.

Members of the Evelyn family owned Claygate for over 100 years, but early in the eighteenth century it passed into the hands of Lord King of Ockham, from whom it descended to the family of the Earls of Lovelace and later the Foley family.

(The following description of Claygate's relationship with the Green Belt in the 19th and 20th Centuries is based on extracts from Howard Mallinson's series of monographs on the development of Claygate, Surrey from the 19th Century.)

“Until the opening in 1885 of the railway, Claygate remained little more than a hamlet in Thames Ditton. The railways had a huge impact on demand for housing and in the 40 years to 1921 Claygate's population grew from 800 to nearly 2,900 and the number of houses to accommodate these numbers expanded from 150 to 500. The Hon Fitzalan Foley, Lord Foley's younger brother, started much of the development that took place in this period, acquiring large tracts of farmland and built an estate bordering the new railway. The Land to the other side of the railway (Loseberry Farm) could not be purchased and therefore did not get developed and consequently was designated Green Belt.

Claygate was an established commuter village well before the Great War. With the fast development of Hinchley Wood and its approach getting close to Claygate in the late 1920's, the predecessor body of Elmbridge Borough Council, Esher Urban District Council bought 22 acres of Telegraph Hill to provide an important piece of amenity land, a green lung between the two settlements.

By 1938 Esher Council started negotiations to buy additional farmland to the east of Telegraph Hill. This would have doubled the size of public ownership and would have taken it as far as Claygate Lane. The War intervened before the purchase could be completed. The land was placed in the Metropolitan Green Belt in the 1950's, by which was secured, together with its ownership of Telegraph Hill, part of Esher Council's objective: the permanent separation of Hinchley Wood and Claygate.

In 1935 650 acres of land was sold to a speculator. Esher Council could only limit the scope and density of the development by entering into negotiations. As a quid pro quo, in 1937 the council secured that the golf course was designated 'private open space' and set limits on the density of housing development.

The developer saw benefit in breaking up the land into smaller parcels for auctioning off with planning permission. Later in 1937 the 73 lots including Manor Farm and the golf course were placed in auction. News emerged at this time of the proposal to build an Esher By-pass, which blighted the land until the route was settled. WWII interrupted the By-pass enquiry and the developer's plans. A new era of planning came in, in 1947 and Abercrombie's proposal for green belt land around London, included the golf course placed within it. By placing Manor Farm in the green belt as well as those of Loseberry, Arbrook and Horingdon, the golf course as well as land near Littleworth Common as well as the common itself, all the countryside beyond the natural boundary of Claygate that remained undeveloped in 1939 was protected. The space between Claygate and Oxshott has remained inviolate as Abercrombie said it should. Surrey County Council in its consideration of the Green Belt, uses language drawn directly from Abercrombie's report of 60 years ago when it speaks of preventing the coalescence of settlements in protecting the countryside. The former brickworks were a source of land for the post war housing development.

The avoidance of coalescence of towns is vital because there is no empty area of countryside. Even relatively small gaps, such as between Claygate, Chessington, Hook, Hinchley Wood and Oxshott, are significant and give some help to conserve the identity of the separate communities."

3 OUR NATURAL HERITAGE / LANDSCAPE

3.1 Forming our Natural Heritage.

(The following is adapted from the CLAYGATE HEDGEROW SURVEY 1995-7)

Claygate's countryside forms part of the London Green Belt and much of it is on the urban fringe. The formerly open spaces of Arbrook and Claygate commons are now wooded as is most of Telegraph Hill.

The geology is London Clay with Claygate Beds (sandy sediments) overlying in parts and alluvium tracts by the River Rytte. Heights range from 15 to 50 metres above sea level.

Some Claygate hedges almost certainly date back to the Anglo-Saxon period; there is documentary evidence for Arbrook in 1005 and the Saxon Hundred boundary between Kingston and Elmbridge passes through Claygate farmland. Whilst it is probable that most fields systems are medieval in origin – we know that Hook Field (north of Telegraph Hill) in 1377 and Hare Lane Field (behind the Swan) in 1548 are both common fields – the bulk of evidence for named closes, lands, grounds, pastures, woods, coppices and common pasture first appears in 18th century title deeds.

Some of these named areas can be identified in the later Tithe Ward Map (1843 and then traced back to the earlier Rocque map (1766) and Manor map (c1808). The first edition 25" Ordnance Survey (1867) gives the most detailed picture of field boundaries in the 19th century on which the "lost" hedgerows evidence was based.

The oldest hedges appeared to be alongside the ancient 'green' lanes such as Old Claygate Lane and Birchwood Lane, as well as the busy routes such as Oaken Lane and Fair Oak Lane. Very old hedges are also found as boundaries which often follow natural features: The Saxon Hundred and Manor boundary along the Rytte and its tributary on Loseberry and Horrington Farms. They also mark old tracks such as the way to Hook Field and Hink Hill wood from Old Claygate Lane and the way from Arbrook to Claygate.

The Saxon Hundred boundary hedge follows the Rytte stream and its tributary. This is flanked by an ancient system of meadow lands. There is little possibility of the line having been altered to accommodate later field divisions as appears to have happened elsewhere. The hedges along this section gave a typical age reading of 500-600 years, with individual sections as high as 900.

Farming

As an agricultural community, Claygate was surrounded by eleven farms, some quite small, but mostly now built over with housing development. A few remain however – Slough Farm (with its Sun Insurance fire mark dated 1792), Horrington Farm, Arbrook Farm, Loseberry Farm, Manor Farm and Elm Farm.

Leafy Claygate is almost entirely surrounded by Green Belt land, both farms and common land. The clay soil of the area was used from Roman times to the 19th century for brick making, but this industry has now ceased. The old brick fields have been built on to create a compact, self-contained rural village, within the M25, bounded by the A3 London to Portsmouth trunk road and bisected by the London to Guildford commuter railway, but above all completely surrounded by Green Belt.

The land to the north of Claygate Parish is on high ground which falls away westwards to the small River Rytte, where low-lying fields at Loseberry Farm, Hare Lane Green and Beasley's Farm form a flood plain

beside the river. Other small tributaries cross the village and fields to join the River Rytte before it flows into the Thames.

Claygate farming is mentioned in the Domesday Book; the area was part of Henry VIII's Chase of Hampton Court, which accounts for the large number of surrounding Commons and Crown Woodlands. The farmland is level and fertile loam over London clay. During and after World War II intensive farming was required to help feed the nation. This was carried out on the seven main farms surrounding Claygate Village, which all had dairy herds, some with retail milk rounds. They also kept pigs, sheep and chickens, grew cereals, potatoes and other vegetables. Prizes for the best farmed farms, pioneering grassland farming, and outstanding dairy herds were won by local farmers in the 1960's. At that time viable farms in the Parish were Loseberry Farm, Beasley's Farm, Slough Farm, Manor Farm, Elm Farm and Gardens, Vale Farm and Horringdon Farm. The relatively small size of the fields and the economic downturn in profitability from cereals, cattle, sheep, pigs and chickens has led to a decline in farming, but this means that there is now extensive space for outdoor grazing and stables for local riders who wish to keep fit by riding in the picturesque Surrey countryside and Claygate Common (40 acres), which links to approximately 2,000 acres of adjacent Commons and the private Crown Woodlands.

There is abundant, varied wildlife in the hedgerows, gardens, woods, fields and commons. The Claygate Pearmain variety of apple was found growing wild in a local hedgerow.

It is Government policy to reserve farmland in a fit state for it to return to intensive food production should the need arise in the future. If the land were lost to urban development it would frustrate this prudent policy, as developed land can never be returned to viable agricultural production.

Despite its proximity to the M25 and the nearby urban areas Claygate has managed to preserve its rural setting. Villagers enjoy living in a reasonably quiet country environment enhanced by open spaces, a point frequently made in the responses to the VDS questionnaire (see page 34 under "Environment"). There is an overwhelming local view that the "green" areas within and surrounding the village must be protected.

The open fields and woods are characteristic features of the village environs. There are extensive views over the local countryside comprising agricultural land, a golf club and equestrian facilities.

The village framework is defined by the surrounding Green Belt, which separates Claygate from Hinchley Wood, Esher and Chessington.

Claygate Common and environs

Claygate Common was enclosed in 1838 and acquired by Esher Council in 1922. Some time late in the 19th century Lord Foley who owned the land, had a nine hole golf course built. It was a popular facility, but it closed after the outbreak of the war in 1914. Between the wars, there were racing stables on the far side of the Common. Before the recreation ground was opened cricket and football were played on the Common.

The village and environs are ideal for informal recreation and enjoyment of the scenery, with an extensive network of public rights of way along the bridleways, public footpaths and the Byway Open To All Traffic (B.O.A.T) at the end of Coverts Road. Walks are marked to encourage not only local walkers, cyclists and equestrians, but also our many visitors, especially those from the London conurbation, to enjoy the countryside.

Hedgerows of mixed native shrubs edge the approach roads and demarcate many property boundaries; some date back many centuries. The surrounding woods, copses and many of the gardens feature large

specimen trees and indigenous species of wild flowers. The local commons support specialist plants and habitats.

The retention of hedgerows and other habitats has resulted in a rich and varied wildlife within and around the village. Gardens are important in providing shelter and cover for nests, nectar and seeds for insects and wildlife.

3.2 Natural Heritage / Landscape

The open views to and across the Green Belt, Area of Outstanding Natural Beauty and Areas of Great Landscape Value benefit everyone and, together with the footpaths and bridleways connecting and bisecting them, must be preserved, and the strength of feeling in the village is demonstrated by the response to question 14 of the VDS questionnaire (see page 36 - What pleases you most about living in Claygate?).

All development should give high priority to landscape design and retaining boundary trees and hedges to protect and enhance the rural aspect of the village. There should be no overall loss of tree cover and adequate space between existing trees and buildings must be maintained. The felling of healthy trees and the topping of trees should only take place in the interest of good husbandry. Where necessary, additional tree cover should be provided to lessen the impact of development and preserve the leafy character of the area.

The rural, unspoilt character of the Green Belt "fringe" should be preserved. Building adjacent to the boundary of the Green Belt should be avoided and buildings visible from the Green Belt should be screened with sensitive planting using native broadleaf species. Building on or near the edge of the village should blend well into the surrounding countryside and not form a stark edge to the village. The views of the village from within or across the countryside should not be spoilt by neglecting the backs of gardens or buildings.

Landscape character within the village should be retained by planting native species and preserving the growth of other wild species. If necessary, ecological advice should be sought.

The needs of wildlife are the concern of everyone. Developers, landowners and householders can protect existing wildlife environments and help create new habitats in the form of copses, hedgerows, ditches, ponds and open spaces of rough grassland.

Claygate owes much of its special character and sense of community to its Green Belt land that surrounds it, separating it from the London conurbation and other nearby urban areas. The photos between pages 8 and 9 show the wonderful countryside views. Green areas within the village also enhance the sense of space and tranquillity.

3.3 Environment Strategy for Claygate

The Parish Council considers that the most important touchstone for its activities is the maintenance and improvement of the Village's character and quality of life. This includes the successful conservation of rural features of the village and of period architecture. The Parish Council will therefore be guided by the following environmental and landscape design principles.

3.3.1 Environmental principles:

The Parish Council will encourage and promote:

- Env1.** A sustainable community in Claygate.
- Env2.** The recycling of resources where ever possible.
- Env3.** A balanced approach by Elmbridge Borough Council (EBC) to Commons management (especially of Claygate Common), which combines good environmental practice with the maintenance of attractive recreational spaces.
- Env4.** The preservation and maintenance of the Village Green.
- Env5.** The maintenance of flowerbeds.
- Env6.** Work for a reduction in levels of levels in vandalism, graffiti, litter and pollution.
- Env7.** The improvement of village amenities.
- Env8.** Good management of trees, hedgerows, woodlands, streams, ponds and other natural features.
- Env9.** The maintenance of common land in and around Claygate for the recreational use and enjoyment of the public.
- Env10.** The sensitive management of open spaces and road verges.
- Env11.** The management and protection of flora and fauna.
- Env12.** Keeping residents aware of local environment issues.
- Env13.** The maintenance of Highway Garden Sites as agreed in the contract with Elmbridge Borough Council.
- Env14.** The effectiveness and value for money of services provided by Elmbridge BC and Surrey CC in relation to any of the above.

3.3.2 Landscape Design Principles

The Parish Council will be guided by the following principles:

- L1.** Green and open spaces provide recreational, environmental amenity value to the village. These areas should be protected from fragmentation or incursion through further development and enhanced wherever possible.
- L2.** The commons and farmlands with their historic hedgerows surrounding the Village and forming its boundaries should be protected and enhanced for their landscape and wildlife values, including the foot paths and bridleways.

L3. The trees, hedges, grass verges and other forms of landscaping within the Village, particularly in front gardens and along roadsides, should be protected. These features should be incorporated into new development where this would be in keeping with the street scene.

L4. Development adjacent to a watercourse should incorporate landscape design where appropriate, to ensure that watercourses are kept open and provide an area in which flooding can occur safely, and that a wildlife corridor is provided to enhance biodiversity.

L5. Care should be taken to minimise the impact of large areas of glazing (including conservatories and those over and around swimming pools), especially when illuminated at night and particularly where visible from the surrounding countryside.

L6. Light industrial and agricultural buildings should be designed to a high standard. Utilitarian industrial or agricultural buildings/structures should be sited and screened with planting to soften or lessen the impact of their appearance.

4 OTHER ELEMENTS OF LOCAL CHARACTER

4.1 Road traffic characteristics

Claygate benefits from the lack of motor traffic connections to the South and East, between Hare Lane (due West) and Woodstock Lane/Clayton Road (North East). Essentially, external traffic is allowed over an arc of only 135°, thus significantly protecting Claygate from extraneous through traffic. In most of Claygate this allows people to live and move without undue conflict. This situation should be maintained or enhanced and threats to it should be contained. 28% of respondents to the VDS questionnaire felt that traffic reduction was the most important potential improvement to the environment. There was also a significant level of comment about congestion and the need for traffic control in the area between Champions, Londis and the Bengal Lancer.

4.2 Excessive traffic speeds

Many people complain strongly about traffic speed, and 23% of respondents identified it as a problem (see page 29). Part of the problem is self-generated, since a significant number of speeding motorists have been found in surveys to live locally, and since many people are opposed to any measures which are effective in restricting their speed or movement.

4.3 Through traffic

The limited arc of access to Claygate means that through traffic is unlikely to be using the shortest route. Also, higher status surrounding roads (including A3, A244 and A309) provide more acceptable routes for most of this traffic.

Despite this favourable situation, 40% of North East bound evening peak traffic has been identified as having no business in Claygate, and has been attributed to congestion at the main road junctions, particularly in Esher and at Hook.

The beneficial geographic characteristics should be maintained, and any attempts to provide vehicular access on the South and East of Claygate should be resisted. Recent attempts to do this have been through the creation of the BOAT (Byway Open To All Traffic) from Coverts Road, and the proposal for an A3/M25 link incorporating a road junction in Ruxley. Further threats would arise from Green Belt development particularly of the wedge between Claygate and Chessington, and of land South of Claygate, which may be accessed from the Esher Common roundabout (A3/A244).

22% of respondents found commuter traffic to be a problem, but some of this is generated within Claygate (see page 29).

4.4 Walking

An answer to commuter traffic is the encouragement of alternatives. Most of these include walking e.g. to the station, to the bus and to the shops. 21% of respondents considered that improved footpaths would be the most desirable improvement to the environment. This was the second most popular of the alternatives offered.

4.5 Cycling

In terms of trip lengths, Claygate is suitable for cycling, which competes with car use. 48% of respondents cycle at least weekly; 35% find cycling and/or pedestrian facilities to be poor and 54% want more lockable cycle parking (see page 31).

Cycling route provision is more difficult, but any opportunities should be taken. There is a cycling commuter route through Woodstock Lane South, under the A309 Kingston Bypass, leading to Surbiton and London, which should be maintained and enhanced. On many routes provision for cyclists and pedestrians is seen to be in conflict. It is illegal to cycle on footways beside roads, and footpaths have been likewise restricted, regardless of the very limited level of conflict. Much cycling e.g. by postal deliveries, occurs harmlessly on these routes.

4.6 Riding

Horse riding is popular in and around Claygate, since the Green Belt offers the first readily available opportunity to ride in the countryside adjacent to London. Grazing horses in the fields provides worthwhile use of the Green Belt, thus reducing the pressure for the land and buildings to be developed for housing and industrial use. Good all year riding is available on the commons in and adjacent to Claygate and on tracks through farms and woodland. The tracks through the commons are well maintained and have been improved over the years.

The five livery yards in Claygate (including an international equestrian centre) are in or adjacent to the northern side of Claygate, whereas the rides are to the south, with imperfect links between them. These yards have 200 livery horses between them, and this does not include the yards to the fringes of Claygate. The horse rides along the east side of Woodstock Lane South, and on Claygate Common are well used and have satisfactory links. Part of the route is inevitably on urban roads in the Village where car drivers are not always respectful of the fact that they need to slow down for horses, particularly as horses are legally allowed to be ridden two abreast. Claygate is within the Green Arc project, but this has not so far resulted in any initiatives on the equestrian routes.

4.7 Public Transport

4.7a Rail transport

Historically, the railway stimulated the growth of Claygate and created the settlement we now have. During the last half century this dependence has been eroded, mainly by increased car use, and partly because employment has diversified to destinations which are not readily served by train. Nevertheless, 23% of respondents travel to work by train, which rises to 35% if one allows for non-working respondents (see page 29).

The reduction in rail use has led to some reduction in train frequencies, and the peak trains are less crowded. There is therefore benefit in encouraging rail use so that train frequencies are supported. Car parking at the station raises conflicts of objectives. The rail operator imposes charges (part of the scenario to fund provision of the train service) and hence on-street parking intrudes into shopping and residential areas. Preventing all rail passengers from parking on-street would reduce the demand for trains, and could result in some reduction of the train frequencies. Off-street parking should play its part in providing for commuters and should therefore be priced sympathetically. Car parking provision should be judged more by these secondary effects than by judgement of its quality, only 13% of respondents finding it to be unsatisfactory (see page 30).

4.7b Bus service

39% of respondents use the bus at least weekly. They may well depend on it e.g. to reach Kingston hospital. In any case, bus use is beneficial as a service and in reducing the attraction of car use. Currently, it enjoys a virtuous circle in that good patronage in Claygate has resulted in improved bus frequencies and further enhanced patronage.

Increasing the territorial coverage of the bus service raises conflicting issues. Greater coverage may increase usage and hence aid the virtual circle. On the other hand, diverting the existing route may raise costs and travel times, so that fewer people use the bus.

4.8 Highway environment

4.8a Highway trees and garden sites

Claygate is attractive in having a pleasing environment. Trees border most roads in Claygate. 83% of respondents want this situation to remain, and rejected the alternatives of removing the trees or replacing them with small shrubs. There are also many Highway Garden Sites, which contain a selection of trees and other planting. Neglect of trees and Highway Garden Sites will thwart the expressed wishes.

The overall character of each road should be respected when extending or building, and developments which generate significant increases in traffic volumes should be avoided owing to their destructive impact upon the roads. Street signs should be well designed and should, with road markings, be kept to a minimum essential for road safety.

4.9 Highway Environment Policy

Introduction

This document proposes some key principles relating to the appearance of the local road network, which Claygate Parish Council would like to see included in the Village Design Statement.

Parish Council Strategy

Claygate Parish Council considers that the most important touchstone for its activities is maintenance and improvement of the village's character & quality of life. This includes successful conservation of rural features of the village. conservation of rural features of the village. The Parish Council will be guided by the following principles:

- H.1** Ensure the safety of residents and visitors as they walk, ride or drive through the village, by initiating and supporting proposals to reduce the speed and volume of traffic in Claygate;
- H.2** Ensure that roads, pavements, footpaths and bridleways are maintained in good condition by SCC. Conserve, as far as is consistent with safety, the semi-rural character of the village's road network, by applying the following policies.
 - H.2a** Avoid excessive signage where possible;
 - H.2b** Ensure proper provision and maintenance of street lighting, utilising lamp posts appropriate to the character of conservation areas, where this is reasonably practical;
 - H.2c** Avoid cutting back corners to create urban-style junctions and stretches of road which encourage speeding and through traffic;
 - H.2d** Ensure the replacement of dead or diseased highway trees with suitable native species;

H.2e Insist on the conservation and replacement where required of red brick pavements, except on slopes where safety considerations dictate otherwise.

H.3 The Parish Council will address the following matters relating to the visible aspect of highways, and ensure that all relevant organisations contribute to the well-being of Claygate.

H.3.a Critically examine all proposals for new or widened roads within the vicinity of Claygate.

H.3.b Set up a procedure of monitoring the state of repair of all roads and footways within the Parish and adjacent areas; this should cover road surfaces, road markings, gullies, signs (including visibility) and street naming.

H.3.c Monitor the quality of existing footpaths and bridleways within the village and locality, and critically examine any proposals for their closure, and assess the need for new ones.

H.3.d Monitor the work of the public utility companies within the highways.

H.3.e Monitor the verges of roads in Claygate, including the adequacy of cutting grass and the trimming of adjoining banks, foliage and trees to preserve sightlines and footway widths.

H.3.f Reduce illegal on-street parking, to reduce intrusive commuter parking and to encourage use of car parks.

H.3.g The provision of bus services should be supported, and competitors to it resisted.

H.3.h Additional bus services in their own right or as feeders to the existing service should be supported. Improvements in efficiency are similarly welcome e.g. linking more closely to train times in Surbiton.

Surrey C.C., as the Highway and Rights of Way Authority, should:

* Maintain roads, footways, footpaths and bridleways, including provision as necessary of repair, resurfacing, gully cleaning, street lighting, highway trees and signing.

* Improve and update as necessary highway and traffic management, including speed reducing measures and speed limits.

* Define on-street parking provision and control, including enforcement (currently delegated to Elmbridge B.C.).

* Traffic speed should be controlled by good road design and management, such as in government guidance *Manual for Streets*. Where there is evidence of the adverse impact of speeds, measures should be introduced to contain it.

* Encouragement should be given to maintaining efficiency at road junctions used by through traffic.

* Encouragement should be given to measures to deter through traffic from Claygate e.g. by installing speed cameras.

* **Walking:** It is important to maintain and enhance walking routes. Those in competition with commuter traffic alternatives are particularly justified. These routes are both footways alongside roads and the off-road footpath network. The routes should be wide (minimum 900mm for mobility standards, ideally 1.8m), direct, free of vegetation, litter and graffiti, and adequately lit.

* **Bicycling:** Opportunities should be taken to provide bicycle parking, using metal stands, wall brackets and similar facilities, and such provision should be encouraged in planning applications.

* Cyclists should not be further impeded from using footpaths e.g. by local bans.

* **Horse riding:** The use of the Green Belt for Equestrian use should be encouraged.

* The maintenance and provision of Equestrian routes off-road and alongside roads separated from other highway users should be supported.

* **Rail transport:** New developments within walking distance of the station should be favoured. For those travelling further to reach the station, cycle parking there should be maintained or enhanced, and car parking should continue to be provided.

* **Highways:** There should be adequate arrangements for cutting and maintaining verges outside properties.

* Road quality should be maintained in accordance with formal standards.

* It is therefore important to maintain and keep trees and Highway Garden Sites viable, including renewal on a like-for-like basis when necessary.

Elmbridge B.C. in its own right and as agent for Surrey C.C. should

* Manage the commons, including footpaths and bridleways

* Clean roads and footways

* Provide and manage off-street parking

* Enforce on-street parking, as agent for Surrey C.C.

* Surrey Police should enforce the existing speed limits

4.10 The Conservation Areas

Old Claygate Village

Claygate Village is the surviving part of the original village centre which is over 1,000 years old and mentioned in the Domesday Book. The main shopping centre now lies about one-third of a mile to the west, close to Claygate station, leaving the old village primarily in residential use.

The focal centre of Claygate is The Green, which is surrounded by attractive old buildings. These include a mix of shops, centre, restaurants and a public house. The form of The Green is important historically and contains the Fountain (1893) and horse trough (1911). Together with the mature trees and landscaping these add to the attractive nature of the area and give it a strong sense of identity.

According to its inscription the fountain was “presented to the village of Claygate by Lord Foley 1893” and “Opened on the 6th July 1893, the day of the marriage of HRH the Duke of York and HSH Princess Mary of Teck”. The fountain was restored in 2009 and the light is currently working.

The old village extends down Church Road to include buildings on the south-west side. Of particular interest is the listed Holy Trinity Church and several locally listed buildings, including the Old Vicarage and a number of attractive villas.

Historical Development of these buildings

The enclosure of Claygate Common in 1838 provided the first impetus for change. In particular, the availability of land led to the construction of Holy Trinity Church in 1840 to serve the Claygate area. This was built next to a track named Church Road and shortly afterwards a parsonage, school and several

substantial houses were built close by. Rebuilt at this time was a country house in extensive grounds of 150 acres on the eastern margins of the village, called Ruxley Lodge. This 18th Century dwelling was extended and altered several times by Lord Foley in the 1870s to become an impressive residence.

The Ordnance Survey Map of 1867 shows many of these buildings, together with the old Village Green formed by the Junction of Hare Lane, Church Road and St Leonards Road. Around the Village Green are some of the earliest recorded buildings, including the Old Bakery, which pre-dates 1867 when it was the Post Office and the Hare and Hounds Public House, which dates back to 1843, but was extensively altered in 1931 in line with its present exterior appearance.

The Ordnance Survey Map of 1896 clearly shows that the building of the railway and Claygate Station in 1885 provided the catalyst for further development in and around the Claygate area. The Green had become the heart of the expanding Village, complete with a new primary school and several small groups of cottages being built behind the Old Bakery, on the west side of Elm Road and to the north of The Green.

It was during this period that many new roads were laid in close proximity to the railway station on land owned by the Hon. Fitzalan Foley. These included Foley Road, Beaconsfield Road, Gordon Road, Claremont Road and Albany Crescent, which all form part of the Foley Estate, now a separate Conservation Area. By the time of the 1913 Ordnance Survey Map, the western part of the village, including large parts of the Foley Estate and shops around The Parade had largely been developed. Today the historic street pattern and the original burgage plots within Claygate Village are clearly discernable, and have influenced the location and scale of buildings, particularly around The Green. Although over the years the village has lost many of its community services and shops, The Green retains its unique attractive lively atmosphere enhanced by the range of buildings surrounding it.

The Conservation Areas

The Claygate Conservation Area was designated by Elmbridge Borough Council on 28 November 1990 in order to protect and enhance its character for the benefit of residents and for the enjoyment of future generations.

This Conservation Area actually consists of two separate areas. The boundary of the first area was drawn to include the original heart of the settlement around The Green, together with the most attractive groups of old cottages, village dwellings and small shops. This area's character is still essentially that of a small village centre. Together the buildings and spaces around The Green give this part of the Conservation Area a strong cohesive identity and character. The second area is immediately to the south and is based upon an attractive group of statutory locally listed buildings in Church Road, bordered by the Recreation Ground.

The form and layout of the Conservation Area is very much influenced by the prevailing or former uses of the area. Fundamental to the area's character is both its domestic nature and its small scale shops. Around the green several shops, including the well known bakery and cake shop have closed and been converted to residential use. The Bakery predates 1867, when it was the Post Office. Other shops have re-opened and include such uses as restaurants and an estate agent. Many of the attractive Victorian shop fronts have been retained, despite being on buildings currently in commercial or domestic use. Nearby there is a recent development of new two storey dwellings that have picked the fine grain of the area, respected the historic building line and incorporated the traditional pattern of frontages, to help integrate the development into the street scene. Elsewhere the buildings remain largely unaltered.

To the north and west small terraced cottages are still evident. Sims and Sydney Cottages and Sydney Terrace date back to 1880, with the old school building and Elm Road cottages dating back to 1885. South of the Green The Hare and Hounds Public House remains a prominent landmark. The Village Green

forms an attractive open space in its own right, and is used mainly for passive activities such as sitting. Together with the buildings and spaces around, the Green give this part of the conservation area a strong cohesive identity and character.

South-east of the Green, along Church Road, Holy Trinity Church (1840) in Norman Revival style and the locally listed old vicarage (mid 19th century) form some of the oldest buildings in the village. Also built around this time close by, were several grander villa style houses (Church Villas early 1840s) with larger gardens.

Between these two areas on the south-west side of Church Road, two buildings, the Village Hall built in the 1950s and Crown House, a mid 1980s office building were both omitted from the conservation area due their contrasting character.

The Claygate (Foley Estate) Conservation Area, Edwardian in character, lies to the south-west of the above. It includes buildings in the west half of Beaconsfield Road, all of Claremont Road, the south end of Gordon Road and the straight section of Foley Road, generally built around 1900. It has been effective in averting threatened overdevelopment at Beaconsfield Gardens.

The Parish Council recommends that:

1. The Edwardian character of the Foley Estate Conservation Area and the presence of mature trees should be respected.
2. The open character, mature trees, low height and scale of buildings in the Old Village Conservation Area should be respected when extending or building.
3. Development should preserve or enhance the character and appearance of the Conservation Area.

The Parish Council will be guided by the following principles:

- BH1.** Existing examples of good quality architecture should be retained; the demolition or substantive alteration of such buildings should be avoided at all costs.
- BH2.** Existing well designed buildings should be preserved and maintained using original or sympathetic materials and details.
- BH3.** The style and materials of replacement doors and windows should have the appearance of those of the original building; and any changes in size should be in keeping with the original.
- BH4.** The style and materials of extensions and additional structures, such as garages and conservatories, should match those of the original building; and their size should be of appropriate proportion to the original building.
- BH5.** Where appropriate under Development Plan Policies, the re-use through sensitive conversions, of barns, agricultural buildings and other non-domestic buildings of architectural value is to be encouraged.
- BH6.** Encouragement will be given to the improvement of existing poorly designed buildings, provided all relevant guidance is respected.

4.11 The Public and Main Buildings in Claygate

4.11a Claygate Village Hall

For many years Claygate sadly lacked a Village Hall. From time to time schemes were set afoot but these were individual efforts and failed to prosper. Then, in October 1949, a new approach was made – the Village as a whole, through its various Associations got together in a concerted endeavour to provide what was so badly needed.

After many fund raising efforts by local residents and societies land was purchased in January 1954 by the Village Hall Association. Construction of the Hall finally commenced in October 1958. By June 1959 the building was completed. The stage and dressing rooms were added at a later date.

The Hall is held in trust for the use of the residents of Claygate and the neighbouring area and is administered by a Board of Trustees representing local organisations and residents. The Annual General Meetings are held in May when the finances and running of the Association are examined. This meeting is open to everyone – Claygate residents are encouraged to attend and to vote on issues relating to the Hall.

The day to day running of the Hall is financed entirely from letting income. Grants have been received for specific projects.

Several of the organisation involved in the original fund raising efforts are still involved in Village Hall activities – Claygate Dramatic Society, Claygate Folk Dance Club and Claygate Village Association still hold functions at the hall and have Trustees on the Board.

Village Hall activities span the age range nought to 90 including mother and baby groups, exercise classes, dancing classes, music lessons, dog training, family parties and much, much more. It is unusual in being self-financing.

4.11b Wingham Court

Wingham Court was purpose built in 1995 and has recently undergone a major refurbishment offering an attractive and well-equipped home for its residents. It is a care home for 73 residents of all ages, and particularly offers care for younger people with physical and learning disabilities. It has a team of staff that includes therapists and activity co-ordinators, with a wide range of activities to suit all residents, including a specific area for supervised use of computers, sailing and Tai Chi. They offer programmes of rehabilitation or maintenance therapy suited to patients suffering from strokes, Parkinson's, multiple sclerosis acquired brain injury or challenging behaviour.

There are a number of local volunteers who regularly visit the residents and help with the wide range of activities for residents. Where possible residents visit local facilities and we are always looking to forge links with local groups and other facilities for people with disabilities. It has its own minibus which is used for a variety of local outings. It is currently developing a programme to implement changes which will increase the ability to meet the needs of our residents.

For a reasonable subscription there are on-site facilities for Claygate residents to play tennis on the two hard courts and a full size bowls green; both have access to a club house.

4.11c Holy Trinity Church / Trinity Hall / Emanuel Hall

Holy Trinity, in Church Road, is Claygate's Anglican parish church. Built in 1840, it has been enlarged a number of times, most extensively in the late 1990s by the addition of two side aisles (increasing the seating by some 50% to around 400), a foyer and a new integral hall (replacing a graceless 1960s freestanding structure). The growth in attendance which prompted this most recent enlargement has continued, leading to a recent increase in the number of regular Sunday services from three to four and the growth in the number of midweek study, worship and fellowship events for adults and children (some of which are now also held at Emmanuel Hall, Common Road, which was recently placed at the disposal of HTC). Average Sunday attendance at the church has risen to just under 500 and, with an electoral roll of 505, this takes HTC comfortably into the Church of England's 'large church' category, of which there are some 160 throughout the country.

Holy Trinity's facilities are made available to the community. The Hall, which accommodates HTC's Jigsaw Pre-School (see section 4.13a Educational Facilities), is used throughout the year by a thriving local dance and stage school, by local societies and for communal and private parties. The church itself is Claygate's largest auditorium and is frequently used for concerts arranged by local musical societies and schools and is a key venue for Claygate's biennial Music Festival.

Claygate's memorial to those who died during the First World War stands on consecrated ground adjacent to the church and churchyard.

The church has on-site parking and, on Sunday mornings, hires the adjacent Village Hall for some of its children's activities thus also enabling its car park to be used by churchgoers. Nevertheless, on Sunday mornings (when sporting activities on the Recreation Ground also cause extensive on-street parking in Church Road) and also when there are major midweek or weekend events at the church, additional on-street parking in Church Road and Blakenen Drive is generated. Church Road is closed for the annual Act of Remembrance at the War Memorial.

A little over 25% of HTC's regular attendees come from outside the parish (Claygate) in much the same way as there are Claygate residents who choose to attend churches elsewhere.

4.11d Village Club

The Club is based in Hare lane at the back of the Hare lane car park. It was previously the Royal British legion.

4.11e Day Centre

The Claygate Centre for Retired People is one of 7 centres run by Elmbridge Community Support Services which are open to all retired people. The Centre aims to promote an active and full life for retired people living in Elmbridge, offering a range of leisure services, opportunities for learning new skills and services including showering/bathing facilities and information and advice. The Centre offers an innovative programme of activities, three course meals and comprehensive coffee bar facilities as well as preparing and delivering meals on wheels in the local community Monday to Friday.

The Centre is open from 9am to 4.30pm Monday to Friday and Saturday mornings from 10am to 1.30pm.

Activities and services on offer include:

- Art and Craft
- Computer classes
- Exercise classes including Tai Chi, Chair Based and Keep Fit
- Outings and special events
- Bathing/showering
- Health promotion and information including chiropody services
- Alternative therapies and beauty treatments
- Hairdressing
- Three Course lunch, with special diets catered for
- Extensive range of sandwiches and snacks from the Café area

The Claygate Centre is situated in Elm Road, Claygate and was opened in 1990.

Community Support Services also manage the Claygate and Oxshott Sure Start Children's Centre, which is based at the Centre.

4.11f Youth Club

The Youth Club was conceived in the late 1980s and is based in Elm Road in the remaining part of the original Claygate Primary School. It is run as a charity, with the building owned by Surrey County Council. The youth club committee hires out the building, when it is not being used by the youth club, to help raise funds.

The youth club seeks to keep the building as near original as possible in what is a conservation area.

4.11g The Recreation Ground, Pavilion, Toilets and Facilities.

The Recreation Ground provides another centre for community activity. Sandwiched between Church and Foley Roads the grounds comprise several acres of flat, grassed surface, some fine old oaks, a much used and well equipped childrens' playground, a basketball pitch, public toilets. A woodland area on the southern side of the playing fields provides a shaded pathway to Foley Road. In the summer, cricketers play regular games and enjoy use of the Pavilion which has sadly known better times and is desperately in need of a major rebuild. The cricketing outfield is graced by two oak trees, planted in Nelson's time, requiring special rules for well hit balls en route to the boundary. Rowan School Annual Sports Day and Claygate's Flower Show are annual users too. In the autumn and winter football is played on the three pitches by teams of all ages. The Rec. is financed by Elmbridge Borough Council and by contributions from user organizations. Access is free to the public. The Rec. is organized as a Charity Trust and managed by local volunteers.

4.11h Railway Station

Claygate and Claremont Station, as it was originally named, was opened on 2 February 1885 with a steam service through to Guildford. By July 1925, there were electric trains with a service of three trains an hour, with a through service from Waterloo to Guildford. Now we only have two trains an hour with one an hour on Sundays. Numbers of current users of the train services are not available through South West trains as the information is "commercially sensitive".

4.11i First Church of Christ Scientist (Claygate and Esher)

In November 1951, the Christian Science Board of Directors in Boston recognised Christian Science Society, Claygate, as a branch of the Mother Church. Increased membership led to the Society being

granted status as First Church of Christ Scientist, Claygate, in December 1957, the church building was dedicated. Christian Science churches may only be dedicated when free of all debts.

Membership increased and in 1959 a new church incorporating a reading room was built in front of the old one in Hare Lane. In October 1961 the first service was held at the new church, with its dedication following in October 1963. The original building was used as a Sunday school until replaced in 1965.

There is now a separate reading room based in Esher. This was opened to the public in September 1974

4.11j Scout Hut

Claygate Scout Group was originally formed in 1909 and is currently celebrating its centenary. It started off at a site based at the end of Station Road. After many years of planning the Group moved to its present site in Oaken Lane in January 2006. The group is currently celebrating its centenary.

4.11k Guide Hut

Guiding in Claygate is thriving with over 140 girls involved in two Rainbow units, three Brownies packs and two Guide units. A new guide hut in Foxwarren, recently built in conjunction with Elmbridge housing trust, will be in use from September 2009, in time to start the celebrations for 100 years of guiding in the UK.

4.11l The Allotments

The Claygate Allotment Holders Association (CAHA) is made up of well over 100 members who manage plots in allotments located on two sites in Claygate. These are situated off Vale Road and Telegraph Lane. The allotment plots are in beautiful settings on the edges of the village overlooking the countryside and provide an excellent opportunity for people to grow their own healthy food, get fresh air, and exercise and be part of the local community. Association members are from all walks of life and all ages. The plots vary in size from a ¼ to full plots. They are used to grow fruit, vegetables and flowers, many of which are exhibited at the local Claygate show in July each year. Both allotment sites have increased their membership this year due to the hard effort put into creating new plots. One of the new arrivals at Vale Road was a beehive!

The allotment sites were leased from Elmbridge Borough Council in 1991 by CAHA, since which time the Association has been responsible for ensuring that the sites are properly managed and maintained.

Guidance for buildings in public areas and public open spaces:

- PB1.** Public green space within the village should be preserved.
- PB2.** The retention of shops in the Parade is to be actively encouraged.
- PB3.** Any new development must meet the appropriate off street parking standards.
- PB4.** Advertisements on commercial properties and other signage should be sensitively designed with colours and levels of illumination that respect the character of the village.
- PB5.** Any alterations or conversions should respect and harmonise with the existing buildings.

4.12 The Businesses in Claygate

Businesses have always played a vital role in maintaining the community of Claygate. There are many instances where villages have lapsed into a collection of houses when the village shops have closed. To date the business community has survived and blossomed in the face of competition from larger centres and supermarkets, for three fundamental reasons: businesses in Claygate have always adapted to change; they have always acknowledged their customers' aspirations for quality; and finally, and most important, there is parking close to the shops.

In the early 1800s the shops were central to The High Street in the Old Village. The introduction of the railway in the late 1800s saw a change in the central focus of Claygate as the shops in The Parade evolved to meet the new demands of travellers to London. Visitors to the Parade can see the date of 1898 proudly displayed on the upper facade to number 23.

Currently The High Street is still vibrant but in a different way. The greengrocer, butcher and baker have long gone, to be replaced by Londis, which caters for everyday needs and four restaurants with international cuisine on offer.

Many shoppers from surrounding areas come and support our shops in Hare Lane and the Parade. Shoppers can find traditional shops such as a butcher, fishmonger, greengrocer, baker, shoe repairs and newsagents, but there are also an art gallery, delicatessen, coffee shops, restaurants, estate agents, clothes shop, bank, post office, hairdressers, beautician and Somerfield. All these have a common philosophy in the supply of excellent goods and services as they all realise how easy it is to lose their reputation. The controlled parking in the Parade lasts one hour, which is usually sufficient for most needs, alternatively there is paid parking nearby at Torrington Lodge

Claygate also has four public houses, The Foley Arms (Hare Lane), The Griffin (Common Road), The Hare and Hounds (The Green) and The Winning Horse (Coverts Road).

4.13 The Infrastructure of Claygate

4.13a Educational facilities

There are thriving private pre-school facilities in Claygate located in the Village Hall (Montessori and elsewhere), including the Noddy Club held in the Youth Club premises and the Jigsaw Pre-school at Holy Trinity Church.

Claygate has its own state primary school, covering children from 4 to 11. Older children have to travel outside Claygate to state secondary schools, Esher High School, Hinchley Wood School, and Rydens School (Hersham).

Provision and allocation of spaces is the responsibility of Surrey C.C. There has been a progressively growing demand for places in Claygate Primary School, and additional classes have been added. The school has increased from a 45 pupil entry level to the current 60 pupils. However in 2003 the school took 75 pupils and it will take 90 pupils in September 2009.

At secondary level the situation is less satisfactory, since there are no state secondary schools in Claygate, and the nearest, at Hinchley Wood, has to serve strong demand from closer properties around it. Public transport from Claygate to schools other than Esher High and Hinchley Wood is unsatisfactory.

Many children in Claygate attend private schools. Within Claygate, Rowan provides education at infant level in Gordon Road, and junior level in Fitzalan Road. There are no private secondary schools in Claygate. Many pupils travel to Milbourne Lodge, Shrewsbury Lodge and Claremont Fan Court School (all in Esher); Reeds School and Danes Hill (Oxshott); Guildford High and RGS (Guildford); Epsom College (Epsom); Surbiton High School, Tiffin Schools (Kingston), Wimbledon High School, Kings Wimbledon, Hampton School and Lady Eleanor Holles School (Hampton)

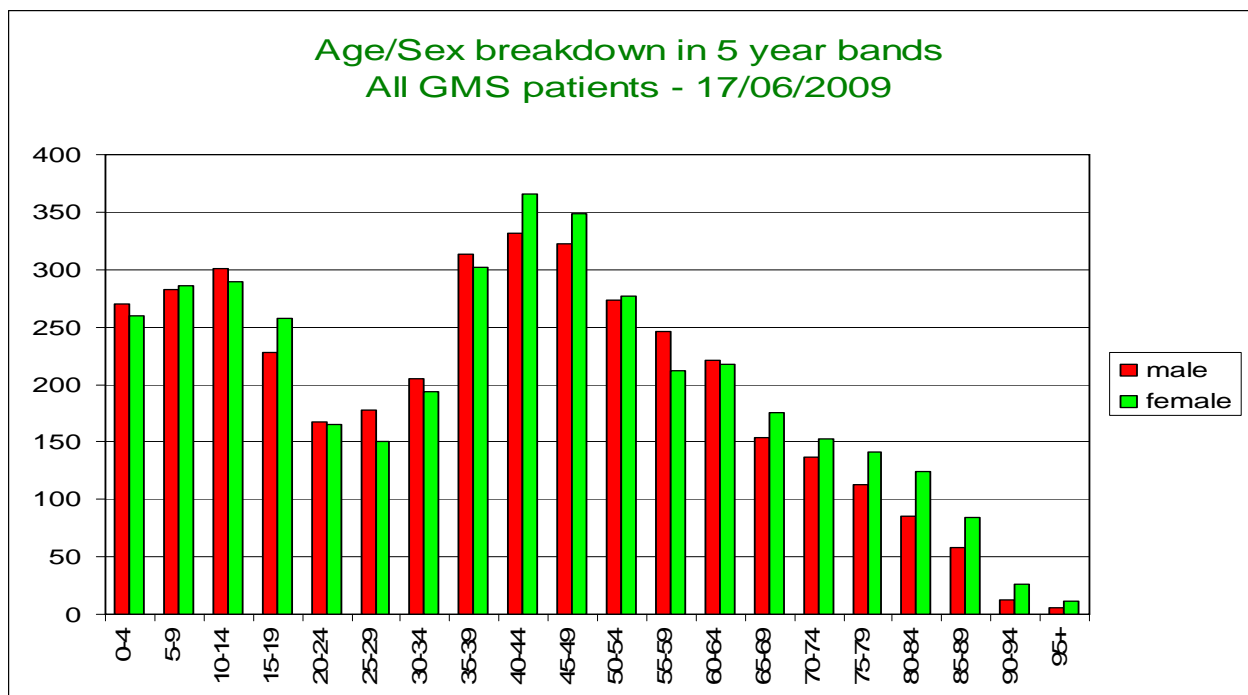
Local development policies should therefore:

1. Support adequate high quality state school provision in and close to Claygate.
2. Encourage that use of local secondary schools is properly supported with transport facilities.

4.13b Capelfield Surgery

The practice is recognised as a training practice for General Practitioners. Capelfield Surgery was built in August 1989 and the name is derived from an area close by, known as "The Capel field", on which cricket was played by the local Leveret Cricket Club. The practice's roots can be traced back at least 70 years to Dr Lawson Crabb who helped establish the original village practice.

The current practice has three partners with four salaried GPs.



4.13c Dentists

There are two dental practices in the village: Bosch E. and Bosch V. at 11 Albany Crescent and R M Davis at 109a Hare Lane.

5 FUTURE DEVELOPMENT

5.1 General Guidelines

The following items should be taken into consideration when future developments are planned

G.1 Respect built and natural heritage.

G.2 Respect and ensure development harmonises with local characteristics and the context of the particular site. Harmonising does not necessarily mean imitating. Neighbouring properties should compliment not detract from each other: they should not be out of scale by being too large/small or too high/low, and should not be too close or dominate their neighbour.

G.3 Relationships between buildings are as important as the design of the buildings themselves. Ensure sufficient space is left between buildings to avoid cramped appearance and to respect the general spacing around the buildings in that locality. Consideration should be given to the impact of the new building on views from neighbouring properties and avoid building or extending up to the side of the plot.

G.4 Avoid mixing styles or historical references in the same building.

G.5 Garages, hardstandings and car parking areas should not obscure or dominate the house frontage or approach. Soften their appearance by adjacent planting: hard surfaces for car parking and terraces should stop at least 450mm from adjacent walls to allow space for planting. Use materials in keeping with the style of the house and consider their texture and appearance.

G.6 Use good quality materials appropriate to adjoining houses, i.e. bricks, clay tile roof and hangings, half timbered and rendered elevations are all traditional to Surrey. Samples of materials to be used should be made available to the Parish Council on request. Although some early buildings have slate roofs, pitched, clay plain tile roofs predominate and are to be encouraged. In visible locations external sheet weatherproofing should comprise durable materials such as copper and lead.

G.7 Roofing materials such as sand faced concrete tiles and reconstituted slate should not be used.

G.8 Avoid large areas of hard surfacing. Preserve garden forms and traditional rural settings.

G.9 Do not develop forward of the line of existing buildings.

G.10 Straight unbroken rooflines do not harmonise with the natural surroundings.

G.11 Where relevant, before commencing construction accessed by a privately maintained road, liaise with the appropriate committee regarding preventative measures to minimise damage and make good road surfaces and verges on completion.

G.12 Site layout should maximise the potential for passive solar gain.

G.13 Site layout should use landform and landscape to benefit from shelter and avoid overshadowing of dwellings.

G.14 Design principles should be applied to new buildings that maximise the capture and use of passive solar energy, whilst avoiding excessive solar gain.

G.15 Building design should ensure thermal comfort in summer by using passive cooling and ventilation, and preventing excess solar gain through techniques such as shutters and screens.

G.16 Site layout should provide adequate shade in the summer.

G.17 Development should incorporate measures to ensure high levels of energy conservation and the inclusion of the most efficient gas heating systems, avoiding methods such as electric underfloor heating.

G.18 New developments should include appropriate sustainable drainage systems (SUDS) for the disposal of surface water.

G.19 Facilities for rainwater harvesting and recycling should be considered.

G.20 Design suitable storage facilities for wheelie bins to all new properties be they flats or housing.

5.2 New Build Guidelines

NB.1 Respect general and heritage guidelines.

NB.2 Developers should provide elevational drawings to scale, comprehensively and accurately showing the proposed development in relation to its overall surroundings, existing and proposed ground lines and neighbouring buildings. Site plans must be accurate, up to date and to scale. They must show the proposed development clearly in location to the site boundaries, existing trees, and neighbouring buildings and indicate the landscape proposals.

NB.3 The progressive sub-division of plots is inappropriate particularly where it involves the further subdivision of part of an already subdivided curtilage.

NB.4 Ensure the frontage widths are not below those generally prevailing in the road.

NB.5 Proposals should not include tandem development or developments in depth involving the formation of cul-de-sacs, subject to location.

NB.6 There are a variety of developments in the village: new buildings should acknowledge their local context and avoid close similarity in designs.

NB.7 Encouragement will be given to well-designed contemporary houses on appropriate plots, i.e. at least 0.2ha, and, where applicable, respecting the contours.

NB.8 Ensure well integrated parking provision within the plot.

NB.9 Garages should be built with materials and roof pitches complementary to the house. Pre-fabricated, flat roofed garages with concrete piers and wall panels are unsuitable.

5.3 Guidelines for Extensions

The sizes and proportions of the original houses and plots should be respected. There is considerable concern that the characteristic spacious open aspect of housing is being lost; vital green spaces around and between dwellings are disappearing as dwellings are extended up to their side boundaries, creating an urban terracing effect.

Within the Green Belt area there are specific requirements to take into account. Principally extensions should not result in a disproportionate addition over and above the size of the existing dwelling. Although these requirements do not apply to the built up area of Claygate it became clear from the questionnaire that there is overwhelming concern that small dwellings, suitable to sustain a balanced village community and preserve the character are being lost.

EB.1 Respect general and heritage guidelines.

EB.2 Extensions (single, multiple or sequential) should not result in a disproportionate increase in the size of the original house. Regard should always be taken of the footprint of the original house in relation to the boundaries of the plot, and the bulk of the original house in comparison with neighbouring properties.

EB.3 The extended property should remain proportionate to the plot size.

EB.4 Extensions should be avoided if they create a mass of built form (comprising either a house or a house with garage or other ancillary buildings) which spans the width of the plot.

EB.5 Ensure the design of and the materials used for the extension respect the original building; ensure the pitch of the roof matches the existing and that windows, doors and other key elements also match the original.

EB.6 Flat roofs should be avoided.

EB.7 Care should be taken to minimise the impact of conservatories: ensure they are proportionate in size and scale to the original house, match the materials for the base walls to those of the house; the finish to the frame of the conservatory should be sympathetic to the exterior decoration of the house.

5.4 Guidelines for Replacements and Alterations

RA.1 Respect general and heritage guidelines.

RA.2 Replacement windows and doors should be of the same appearance, shape and size as the originals they replace; as should the positioning and width of window frames and glazing bars.

RA.3 The removal of chimneys should be avoided.

RA.4 New porches should be of a quality that will enhance and of a scale and style appropriate to the house in its setting.

5.5 Guidelines for Boundary Treatments

Claygate is known for its green and leafy street scenes. Grass verges, mixed hedges, mature trees, with houses sitting comfortably within their plots and views through to the countryside beyond are characteristic.

BT.1 Respect general and heritage guidelines.

BT.2 Maintain the rural street scene. Entrances should preferably be open but if necessary install traditional wooden gates set well back.

BT.3 Imposing entrances with large pillars and wrought iron gates are out of keeping. Entrances should be modest, appropriate to a village and set back for highway safety. Gated estates are not appropriate in harmonising the village atmosphere.

BT.4 Front boundaries should be screened with plantings or have low open wood fences (up to 1M high). Hedges should be well maintained to prevent obscuring traffic sightlines and overgrowing onto public access routes. High brick boundary walls are inappropriate and should be avoided.

BT.5 Verges are rights of way and therefore should be well maintained and kept free from obstruction or planting. They cannot be enclosed by fencing or otherwise.

6 RESULTS OF THE SURVEYS

6.1 The Village Design Statement Questionnaire

We received 768 questionnaires in varying degrees of completeness, many overflowing with extra comments and many, at the other extreme, simply answering some or all of the formal questions. It would be very time consuming to present all the comments made by respondents and they are, in any case, often very specific to the location in the village of the person completing the form. This summary will follow the order of the printed questions, picking up additional comments where possible in broad outline.

Population

Only 6% of respondents were born in the village but nearly 50% had lived here for 20 or more years.

How long have you been resident in the village?

Years	0-5	5-10	10-15	15-20	20+
% of sample	19	12	13	8	48

40% gave "Environment" as the reason for moving to Claygate, followed by "Larger Accommodation" (27%) and "Employment" (10%), with the remainder spread between "Retirement, Smaller Accommodation, Marriage and Other".

93% of respondents lived in owner occupied homes, with a small percentage of private rented and council rented. The total population represented in the sample was divided fairly equally between males and females, but only 22% younger than 18 years.

What are the ages of the people in your household?

Age	0-5	6-18	19-45	45-65	65+	TOTAL
Male	67	109	221	239	234	870
Female	72	142	217	245	288	964
Total (no.)	139	251	438	484	522	1834
Total (%)	8	14	24	26	28	

Transport

This was one of the sections of the questionnaire, along with building development and policing, which excited most interest.

How many cars in your household?

Cars in household	None	1	2	3	4
% of total	9	44	39	6	2

Although 81% of respondents had one or more cars in the household, only 29% said that they normally travelled to work by car or car share. 68% said that they did not depend on public transport, and about the same proportion (61/63%) said that they used the local bus or train less frequently than weekly.

How do you get to work?

Not working	Car / car share / motorcycle	Train/Bus	Walk
35%	30%	28%	7%

How often do you use the local bus/train?

%	Daily	Weekly	Less frequently
Local Bus	10	29	61
Train	22	15	63

There was considerable unanimity in the answers to three specific questions about parking and roads, with 82% saying that public parking facilities were reasonable or good, 83% wanting tree planting along roads to be maintained, and 78% thinking that street lighting is adequate. Nevertheless, there were many suggestions for improvements in all three areas.

Which of the following do you feel cause traffic problems in Claygate?

	Parking	Traffic Speed	Commuter Traffic	Lorry Traffic	Other	None
No.	387	314	293	216	116	30
%	29	23	22	16	9	2

When asked the specific question "What do you dislike in Claygate? 44% of the 431 answers were to do with traffic and transport (see below).

Type of comment	No. of comments
Too much traffic	44
All day commuter parking on the streets	38
Traffic speed in Hare and Oaken Lanes / speeding traffic	30
The large lorries using it as a cut through	16
Potholes in roads	16
Traffic congestion in Parade /inconsiderate parking	15
Speed bumps	9
Reduce traffic / school traffic and 4x4's	6
Commuter parking in Albany Crescent/Gordon Road, Loseberry Road	5
Through traffic when M25 blocked	4
Sunday trains to be twice hourly / station manned at all times	3
Garish electronic road signs	2
Lack of freedom pass	2

In answer to the related question "What would you most like to see happening in Claygate? Around 19% of suggestions were linked to parking, traffic and transport.

Type of comment	No. of comments
Reduction in traffic, especially lorries	22
Improve / maintain roads	12
Speed humps/restrictions	5
Reduce speed limits in village	5
Freedom pass	5
Station booking office open all day	5
Free parking for 1st hour in car parks	4
More rigorous control of commuter parking	3
More cycle lanes/paths	3
Installation of ticket machine on up side platform @ station	3
Tidy up the mess of road signs	2
Cheaper parking @ Station car park	1
Sort out the road signs (unnecessary flashing / new with existing not removed)	1
Bus down Coverts Rd	1

There many other comments on these topics scattered throughout the returns, most very specific to areas local to the respondent, but the following stood out.

- * Safety issues in the area between Champions, Londis and the Bengal Lancer.
- * Issues with parking and parking charges.
- * The volume of traffic, including through traffic and school traffic.

The overwhelming response to such issues was a call for speed restrictions (20 mph?), traffic calming, more pedestrian crossings and a reduction in on street parking.

It should be noted however that in answer to a specific question about parking more than 80% of replies thought the present facilities were good or reasonable.

DO YOU CONSIDER THE PUBLIC PARKING FACILITIES IN CLAYGATE:

	No.	%
Reasonable	395	53
Good	221	29
Poor	98	13
No opinion	38	5

Cycling

Just over half of respondents answering this question (55%) said that they cycled in Claygate. If it is assumed that those not answering the question do not cycle then the percentage would fall to around 40%. Half of these replying only cycle "occasionally". Opinions were fairly evenly divided on whether cycling facilities were good or bad and needed extending.

	YES	NO		
Do you cycle in Claygate?	301	244		
How often?	Daily	Weekly	Occasionally	
	66	78	159	
	Good	Reasonable	Poor	Don't know
Cycling Facilities	23	147	106	25
	YES	NO		
More cycle parking?	153	130		
More cycle paths?	138	150		

Shopping

Virtually all the respondents said that they used local shops, about half using them "daily" and half "weekly" but only 20% said that they bought most of their food and general shopping in Claygate. 70% bought "some shopping" in the village and 10% bought only milk and newspapers.

This was confirmed in Question 14, where only 10% of answers to "What pleases you most about living in Claygate?" specified the range of shops. Only 6% wanted better shops and only 6% were worried about the loss of local shops and businesses.

Education and Leisure

Of 444 people in education nearly 60% were in primary or secondary schools.

Numbers in:	%
Primary	35
Secondary	24
Adult education	13
Preschool/nursery	12
University	10
College/further education	6

Local leisure facilities got good marks in all four age categories with no more than 4% getting the lowest rating. Adding the top two categories together the best mark was 65% for retired people, the worst 42% for schoolchildren.

How do you rate the local leisure facilities?				
%	Under 5s	School children	Adults	Retired
1 (very good)	22	13	15	29
2	37	29	33	36
3	31	34	36	22
4	9	21	12	8
5 (very bad)	1	3	4	4

There were requests for more activities and facilities, but these were a minority. For instance in answer to, "What would you most like to see happening in Claygate?", only about 13% of replies asked for more summer events, family activities etc.

The most popular clubs are listed below and account for 75% of all club membership in the sample. About 30 other types of activity were mentioned in replies, but with only small numbers against each.

What organisations in Claygate do you belong to?	% of sample
Brownies/scouts/guides	16
Sports: bowls / cricket / football / tennis / rugby / golf	15
Holy Trinity Church	11
Allotments/gardening	11
Choral Society/Dramatic/dance	7
Probus	7
Day Centre	5
Womens Institute	4

Security and Policing

This topic excited many comments, some of them apparently contradictory. (Only) 14% of respondents felt that they had been victims of crime in the last year, and 94% felt safe or fairly safe walking the daytime streets, but two thirds wanted a greater police presence. The explanation seems to lie in the real or imagined activities of “youths”.

%	Yes	No		
Do you consider you have been the victim of some crime in Claygate committed in the last 12 months?	14	86		
Do you feel there is more need for a greater police presence in Claygate?	69	31		
	Very Safe	Fairly Safe	A bit unsafe	Very unsafe
How safe do you feel when walking in the streets of Claygate by day?	60	34	5	1

Perhaps surprisingly, in answer to the specific Question 14, only a small proportion ranked policing and youth activities as important.

What would you most like to see happening in Claygate?	
Greater police presence	9%
More youth activities	6%
What do you dislike in Claygate?	
Vandalism	4%
Youths gathering in evening	13%

Comments volunteered at various parts of the questionnaire are, as usual, very hard to summarise and quantify, sometimes because the same comment is repeated in the same response. People’s definitions of “crime”, “vandalism” and “threatening behaviour” would also need to be researched before accurate answers could be produced. However, from an incomplete survey of the replies (about 500) there appear to be more than 100 instances of actual vandalism and crime, including theft, fly tipping, casual vandalism, underage drinking and assault. Some of these (maybe a majority) are clearly very minor.

The response to such problems is generally to call for preventive policing (about 180 instances), with a substantial minority (around 50) calling for evening policing to counteract the “threat” of groups of youths mainly between the station and Somerfields. Better leisure facilities for the young was also identified as a possible part solution to youths congregating on village streets.

Also relevant is that 26% of the replies to the question about household concerns mentioned vandalism and graffiti.

Does your household have concerns with the following?		
	No.	%
Fly tipping/rubbish dumping	453	31
Vandalism/graffiti	373	26
Littering	370	26
Dog mess	250	17
TOTAL	1446	

Environment

It is quite clear from the answers to Question 14 and from other parts of the questionnaire that what residents value most about living in Claygate are “the village atmosphere”, and living in the green belt while still having access to London and other centres. Out of 846 factors listed, these three cover 71% of the replies.

What pleases you most about living in Claygate?	
	%
Country feel	31
Community spirit	24
Green belt	16
Public transport	15
Shops/local facilities	11
Other	2
Safety	1

40% of respondents gave “Environment” as their reason for moving to Claygate in the first place.

Similarly, of 374 suggestions in response to What would you most like to see happening in Claygate? 22% wanted a continuation or extension of controls on new housing development and 20% wanted nothing to change.

Ignoring policing and transport the most frequent suggestions in answer to What do you dislike in Claygate? were Infill and housing developments (15%) “Nothing” (10%) and Fly tipping/litter (7%), a total of 32% which can be regarded as “environmental”.

Not surprisingly therefore 51% of replies to What do you want to avoid happening to Claygate? were to do with infill and other kinds of new development. A further 30% were fears of the loss of the village environment and the green belt.

Nevertheless, there were 428 votes for more accommodation in the village (although this will, of course, be from fewer than that number of respondents, because of multiple answers).

Is there a need for more accommodation of the following types in Claygate?	
	%
Owner occupied	25
Local authority/housing association rented	24
Shared ownership	18
Accommodation for disabled	15
Sheltered	11
Private rented	8

There were far more votes for acceptable developments, and 45% were for affordable family and starter homes. A quarter of the votes specified however that no developments would be acceptable.

What type of housing development would be acceptable in Claygate?	
	%
Affordable family houses	26
None	23
Starter homes	19
For older people	15
Houses for rent/shared ownership	10
Luxury detached	6
Other	2

6.2 Summary of the Replies to Question 14 of the VDS Questionnaire

a. What pleases you most about living in Claygate?	No.	%
Not developing too fast	2	0.2
Low density housing	2	0.2
Recycling	2	0.2
Good active community, spirit, involvement and friendliness.(Plenty of activities)	199	23.5
Pleasant environment (Peaceful, green woods, open spaces and environment / green belt / rural feel /quiet	134	15.8
Safe	12	1.4
Friendliness, accessibility and living in the country.	85	10.0
Illusion of being in the country, with easy access to London, Guildford, Kingston and the airports.(It's a "village" within the M25 / Maintains "Village" atmosphere / Proximity to both London and the surrey Countryside / Village life on the doorstep of London / Location	179	21.2
Everything	5	0.6
The Church community	5	0.6
Good range of traditional local shops and pubs.	84	9.9
Facilities available within walking distance.	8	0.9
Excellent public transport links	129	15.2
TOTAL	846	100

b. What would you most like to see happening in Claygate?	No.	%
Housing our children can afford	2	0.5
Controls regarding new builds so the village atmosphere is maintained	25	6.7
Houses being knocked down and bigger new ones are built in their place	3	0.8
Restriction on further housing	8	2.1
No more expansion	17	4.5
Controls regarding new builds so the village atmosphere is maintained	21	5.6
Keeping green areas / maintaining green belt	5	1.3
Reduce amount of infill and development	1	0.3
Moratorium on development	1	0.3
Nothing	76	20.3
Making Claygate cleaner	5	1.3
More family fun events / live bands	9	2.4
Floodlights at Claygate Tennis courts	1	0.3
More summer recreational facilities for the young	11	2.9
More village activities / as per Flower Show, In Bloom	10	2.7
Sorting out secondary Schools, we do not have a designated feeder school	5	1.3
More pre-school activities	1	0.3
Stop to fly tipping graffiti + litter	8	2.1
Improvements to pavements	2	0.5
Ensure there are sufficient places at our primary school	2	0.5

	No.	%
More street cleaning	1	0.3
The village maintaining its separateness	2	0.5
A decent Library	1	0.3
Free parking for 1 st hour in car parks	4	1.1
More rigorous control of commuter parking	3	0.8
Cheaper parking @ Station car park	1	0.3
Policing of "yob" element	19	5.1
Tightening up on policing of gangs near Somerfield	2	0.5
Less restaurants and pubs that bring in rowdy drunken clientele from outside the area	4	1.1
More police presence	4	1.1
Youth drop in centre / workshop for all teenagers to find out what they want and give them a voice /More provision for youths (sports facilities such as a skateboarding area like Cobham or roller skating, or an adventure area for mountain bikes to do jumps etc) / Better facilities for 12 – 18 yr olds	21	5.6
Regular police on the beat	8	2.1
More local shops / Maintain a good variety of shops	18	4.8
Farmers Market	4	1.1
Opening a hardware shop to compliment the food shops	3	0.8
Reduction in traffic, especially lorries	22	5.9
Speed humps/restrictions	5	1.3
Reduce speed limits in village	5	1.3
Improve / maintain to roads	12	3.2
Tidy up the mess of road signs	2	0.5
More cycle lanes/paths	3	0.8
Sort out the road signs (unnecessary flashing / new with existing not removed)	1	0.3
Freedom pass	5	1.3
Station booking office open all day	5	1.3
Bus down Coverts Rd	1	0.3
Installation of ticket machine on up side platform @ station	3	0.8
An hotel /good quality visitor accommodation	2	0.5
TOTAL	374	100

C. What do you dislike in Claygate?

	No.	%
Too much infilling	7	1.6
Houses being knocked down and bigger ones in their place /over development	27	6.3
New Housing on Scout site do not reflect local character	2	0.5
Development of rear gardens	5	1.2
The PC planning recommendations are ignored by EBC	1	0.2
Poor planning control	2	0.5
House prices	1	0.2
The fact that people seem to be allowed to build new extensions to houses without regard for the character of the village	1	0.2
Multiple developments / development	7	1.6

	No.	%
Nothing/ very little	42	9.7
The near by travellers sites	2	0.5
Lack of pub with cheap traditional pub grub	3	0.7
Fly tipping	13	3.0
Loss of greenbelt	6	1.4
No second tier school	1	0.2
Poor drainage	3	0.7
Leaves on roadways blocking the drains	2	0.5
Getting built up / urbanised	11	2.6
Litter	16	3.7
The resistance to change	6	1.4
Lack of maintenance (i.e. paths, hedges overgrown)	9	2.1
Dog mess	2	0.5
Policing of "yob" element at nights outside Somerfield / Night time problems with gangs of youths in the Parade	55	12.8
Increase in vandalism /graffiti	15	3.5
Lack of specialist shops (DIY store)	2	0.5
Traffic speed in Hare and Oaken Lanes / speeding traffic	30	7.0
Speed bumps	9	2.1
Too much traffic	44	10.2
Through traffic when M25 blocked	4	0.9
The large lorries using it as a cut through	16	3.7
Reduce traffic / school traffic and 4x4's	6	1.4
All day commuter parking on the streets	38	8.8
Potholes in roads	16	3.7
Commuter parking in Albany Crescent/Gordon Road, Loseberry Road	5	1.2
Garish electronic road signs	2	0.5
Traffic congestion in Parade /inconsiderate parking	15	3.5
Lack of freedom pass	2	0.5
Sunday trains to be twice hourly / station manned at all times	3	0.7
TOTAL	431	100

d. What do you want to avoid happening to Claygate?

	No.	%
Building on green belt / Loss of green belt, increased traffic / merging into Hinchley wood, Esher and Hook / over development / Blocks of flats / destroying the open spaces	170	31.2
Inappropriate building work in conservation areas	2	0.4
No more overdevelopment + dense infill	34	6.2
No more flats	3	0.6
Too much Housing Association Social Housing	9	1.7
Excessive infilling (e.g. 5 houses where there were 2)	25	4.6

	No.	%
Replacing rundown housing is fine but new extra buildings in gardens should be stopped /too many houses being pulled down for increased denser development	25	4.6
Conversion of older buildings (Nat West) for use as hostels	4	0.7
High gates and gated communities should be resisted as has unfortunately happened in Esher as this harms the community feel of the village	5	0.9
Large houses being built	10	1.8
Builders / Developers not sticking to their planning permission	1	0.2
Nothing	1	0.2
"Loss of Village" feel with over urbanisation / More housing and over development /becoming purely a commuter residential suburb / Losing its identity	159	29.2
Loss of farmland / countryside	5	0.9
Light pollution	2	0.4
Any further loss or damage to mature trees (Stevens Lane/Trystings Close) / Destruction of green areas around the village	1	0.2
Attracting bored teenagers	9	1.7
Loss of small businesses / shops	7	1.3
The closing of any of the shops	26	4.8
Becoming a car park for rail users from outside Claygate / traffic choking and spoiling the village	9	1.7
Too much traffic	5	0.9
Closure and development of Torrington Car Park	1	0.2
On street parking charges	1	0.2
Restrict parking to one side of the road (Hare Lane)	1	0.2
Becoming overrun with signs	2	0.4
Through roads / becoming a rat run between the A243 and the A3/M25 / Heavy traffic	17	3.1
Speed humps and traffic calming	6	1.1
On street parking charges	3	0.6
Loss of public transport	2	0.4
TOTAL	545	100

6.3 Results of the Architectural Survey

Architecture and the Built Environment

1. New buildings should be designed to Harmonise with the existing nearby buildings of the street/road they are in by use of matching style, materials scale and roofline.
97% agreed 3% disagreed
2. Dormer windows in roofs extensions should be sympathetic in style to the building and pleasant to view from all angles.
98% agreed 2% disagreed
3. When re-roofing or doing new works to existing roofs, the ridge tiling should be retrained or added to match in, especially in the case of old terraced housing,
98% agreed 2% disagreed
4. Replacement doors and windows should match in with the age and style of the building.
73% agreed 27% disagreed
5. The style of housing where appropriate can be innovative and need not fit in with the neighbouring properties.
71% agreed 29% disagreed
6. The re-development of old buildings for a new function should retain their original details.
89% agreed 11% disagreed
7. Should eco-friendly energy saving equipment be allowed to impact on the street scene.
70% agreed 30% disagreed
8. Should discreet housing for wheelie bins be a requirement for all new developments.
89% agreed 11% disagreed
9. Should three storey housing be normal for current developments.
58% agreed 42% disagreed
10. Do you feel that gated developments detract from the feel of community in our village.
63% agreed 37% disagreed
11. Should multiple dwellings replace family homes.
69.5% agreed 30.5% disagreed

12. Should boundaries – walls, fences and open spaces be similar in scale, design materials to the Building and surrounding area.

91% agreed they should 9% disagreed

13. Extensions and buildings should be in the same style, character and materials as the existing.

86% agreed they should 14% disagreed

14. Shop and restaurant frontages – their materials, external signage, colour and lighting should be discreet, not obtrusive.

There were a variety of different shops from the Parade shown in this section. The majority of people expressed a preference for the more traditional ones in keeping with the “village feel”. Although all are subject to Planning Legislation all the designs should show considered respect of the surrounding environment.

7 SUMMARY

7.1 Checklist

Before embarking on any work on your house or its surroundings, take the time to consider the following:

A) Will the work need planning permission?

If in any doubt check with Elmbridge Borough Council, you can start by looking at the planning pages on the Elmbridge Borough Council website: www.elmbridge.gov.uk/planning/

For works affecting the public highway, Surrey County Council as the County Highway Authority may also need to be consulted.

B) Will there be an impact on wildlife or nature conservation interests?

Look at the Natural England website www.naturalengland.org.uk or www.surreywildlifetrust.org

C) Does the work satisfy the Village Design Guidelines?

The Parish Council, whose representatives deal regularly with planning applications and matters which have visual impact on the character of the Village and its surroundings, can be contacted for more information and/or assistance via The Parish Clerk.

D) Will the work look right in Claygate?

Especially if you are new to the Village, you may not have had time to take a walk around and look at the buildings, the distinctive design features, the different trees, the greenery and the views, without which it is difficult to understand how and why Claygate is special. Think of the features and characteristics that attracted you to the area. This Statement can be used to increase your knowledge of this Village and help you contribute to its enhancement.

7.2 Additional Reading and Sources of Information

- * Claygate Surrey – published May 1953 by The Council of the Claygate Village Hall Association
- * The Claygate Book, Millennium Edition, by Malcolm Peebles – first published as the Claygate Book in 1983 and reprinted in 2000.
- * Helpful observations on farming were supplied by Janet Miller of Loseberry Farm.
- * The contribution of information regarding businesses in Claygate by Richard Catling.
- * Capelfield Surgery for the information about their practice and breakdown of their patients ages.
- * Elmbridge Borough Council for their assistance on the Day Centre.
- * Claygate and the Green Belt (Extracts from Howard Mallinson's – a series of Monographs on the Development of Claygate from the 19th Century) – 2007.
- * Claygate Hedgerow Survey 1995-97
- * Claygate Village Conservation Area - Character Appraisal – August 2000

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