

Chobham Neighbourhood Plan

Draft policies

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Chobham Neighbourhood Plan

Draft policies

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1 General policies

1. Introduction to General Policies

Going beyond the SHBC Core Strategy Document

Chobham is a unique gem in this part of Surrey and for the most part is still surrounded by its own “ Green Belt” and as such is treasured by residents and visitors alike.

Intention

The design statement looks to sustain and promote positive development and to characterise, based on evidence and public opinion, poor development present. It looks to strengthen the National Planning Policy Framework and SHBC’s Core Strategy document and to promote positive design for the benefit of residents, businesses and visitors to Chobham.

Background

We considered the designated area as a whole and split it into four core areas. We evaluated and recorded the design and housing stock that exists in each area. We then reviewed each area and its relationship to the village as a whole and looked at development that could best support and benefit the sustainability of the village and wishes of those consulted. It was important to all those that contributed to the consultation that development should protect the character and green and leafy feel of the area.

We considered requesting whether the washed over green belt status could be removed, however this suggestion was overwhelmingly rejected by the steering group and in the majority of consultations. It is however an item that could be taken to referendum for formal consultation and clarity.

Summary

The policies in the Plan must support the NPPF’s “presumption in favour of sustainable development” and also be in general conformity with the Borough’s strategic policies. However, if there is a conflict with existing non-strategic policies in the Borough’s Local Plan, the Neighbourhood Plan policies will take precedence.

The main aims of our Neighbourhood Plan, which were included in our Vision statement and have received strong support in community consultations, are:

- a) To protect the green and leafy appearance of our surroundings and the distinct character of the village conservation area.
- b) To maintain the separation between Chobham, Woking, West End, Knaphill and Windlesham, avoiding the creep of urban sprawl.
- c) To encourage and facilitate the use of the High Street, to deliver a more viable, attractive centre.

- d) To meet new housing demand in a way that is sympathetic to the area, that ensures that the right type of housing is built in the right locations, and that a mix of housing types is delivered, to especially include 2 bedroom affordable homes and smaller dwellings suitable for the elderly (see Appendix B7 for reference).
- e) To minimise the impact of development on the natural and built environment.
- f) To protect the biodiversity of the area, the local wildlife and its habitat.
- g) To retain the sites in our area which currently provide jobs in their present use and provide sustainable employment opportunities for those who live within and outside it.
- h) To encourage business into the area that does not rely on HGV's or intense delivery patterns that will negatively impact the road network.
- i) To seek ways of addressing the problems of traffic congestion on our roads and the lack of parking.
- j) To ensure our roads and streets provide safer and more accessible routes, better balancing the needs of pedestrians, cyclists and drivers.
- k) To ensure all residents have easy access to community facilities and community green, open spaces for leisure and recreation.

A number of General policies have been developed that will enhance the vision of the neighbourhood plan. In addition to the general policies, the village has been split into four core areas for the consideration of specific policies that aim to enhance the design within the neighbourhood plan; these are; conservation area, main residential areas, approaches to the village and boundary areas.

1.1 Environmental policies

1.1.1 Natural environment

This policy is consistent with the following National and Borough policies (Policy numbering to be updated throughout document upon adoption of the emerging updated National Planning Policy Framework and Surrey Heath Borough Council Local Plan):

National Planning Policy Framework: 117, 118

Core Strategy and Development Management Policies 2011-2028: DM9 (iii and iv), DM15, CP13, CP14

- l) **Conserve green and leafy appearance** – The ratio of greenery within a site area is to be maintained and enhanced wherever possible, in keeping with the rural village setting of Chobham; and
- m) **Conserve biodiversity, wildlife and habitats** – Regard is to be given to conserving and enhancing hedgerows, grassland and ponds worthy of retention by richness of species, age/maturity or other value. Proposals must demonstrate how their approach will avoid or mitigate any harm to wildlife habitats, links or corridors (e.g. between Chobham Common and Horsell Common); and
- n) **Conservation of hedges, woodlands and trees** – Where tree and/or hedge replanting is required, proposals are to include a landscaping scheme detailing proposed replacement trees and/or hedges of a suitable native species. There should be no loss of ancient wooded areas, and no net loss of number of trees in general (at least one for one replacement).

1.1.2 Flooding

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 100-104

*Core Strategy and Development Management Policies 2011-2028:
DM10*

- a) **Sustainable drainage systems** - New developments and redevelopments will be required to adopt the principles of sustainable urban drainage where appropriate; and
- b) **Enhanced drainage plans to be provided** – Development in areas with **locally recognised surface water flooding issues (map)** are required to provide enhanced plans for drainage and the management of surface water run-off; and
- c) **Alleviate or prevent further flood risk** – Particular attention must be paid to materials and designs to ensure no net increase to the flood risk in Chobham and, where possible, to reduce the flood risk overall; and⁸⁸
- d) **Floodplain to be allowed to fulfil its purpose** – Measures must be taken to ensure that areas of functional floodplain in Chobham are allowed to fulfil their purpose and are not compromised by development; and
- e) **Ditches and watercourses** – Development must conserve and, where possible, enhance ditches and watercourses allowing them to perform their function.

1.2 Traffic and transport policies

1.2.1 Highways

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 35

Core Strategy and Development Management Policies 2011-2028: CP11, DM11

- a) **Balance the needs of all road users** – Proposals are required to recognise and demonstrate consideration of all road users, including non-motor vehicle users and vulnerable road users; and
- b) **Provide easy access to community facilities and community areas** – Development or change of use proposals for community facilities within Chobham must show that the facility will be safely and conveniently accessible for members of the community on foot and by modes of transport other than motor vehicles; and
- c) **Approved routes for construction vehicles** – Regard must be given to the Heavy Goods Vehicle (HGV) weight limit in Chobham High Street. Any development utilising HGVs must promote entry/exit routes for construction traffic away from Chobham village centre; and
- d) **Management of parking for construction vehicles on highway network** – In order to support safe and efficient flow of traffic in and around Chobham, construction vehicles must not be allowed to park or wait on the highway network where adequate space for on-site parking exists; and
- e) **Maintain footway access** – Where temporary footway closure or obstruction is unavoidable, construction management plans should demonstrate how public footways will be protected and kept safe for pedestrians, including vulnerable footway users, during construction; and
- f) **Maintain and enhance openness of footpaths and bridleways** – Development proposals are to respect footpaths and bridleways within Chobham and ensure their quality and openness is maintained and, where feasible, enhanced. Bridleways and multi-use paths should be constructed and maintained with a type of surface suitable for horses.

1.2.2 Highways – larger developments

Larger developments are defined as schemes of 10 or more units and/or 1000 or greater square metres of floorspace and/or covering a site of 1 hectare or more.

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 35

Core Strategy and Development Management Policies 2011-2028: CP11, DM11

- a) **Address traffic congestion particularly in and around congestion hot spots (map)** – Proposals for schemes of 10 or more units or 1000 or greater square metres are required to include a Transport Assessment proportionate to the scale of development proposed, which should include how it is proposed to mitigate or not further inhibit the flow of traffic in areas known to be **congestion hot spots (map)** in Chobham. [Such proposals should also avoid creating ‘rat runs’ through secondary roads for examplesuch as Mincing Lane, Red Lion Road, Penny Pot Road, Philpot Lane and Halebourne Lane.](#)

1.2.3 Parking

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 39

Core Strategy and Development Management Policies 2011-2028: CP11, DM11

- a) **Retain and create parking spaces** – Due to high local demand for parking, proposals are required to show adequate on-site parking provision and demonstrate no net loss of on-street parking space; and
- b) **Retain public car parking** – Public car parking in Chobham must be retained with no net loss of parking spaces; and
- c) **Dedicated off road parking spaces per development (residential)** - Vehicular and Cycle Parking Guidance for rural/village locations supplied by Surrey County Council should be followed as a minimum unless exceptional circumstances are evidenced. Parking provision must reflect the reality of the high degree of car dependence in Chobham; and
- d) **Parking and the street scene** – Where possible, car parking should be located to the side or rear of dwellings, set back from the front elevation, and not be allowed to visually dominate the street scene. Hardstanding parking areas should cover only the minimum space necessary and be designed as part of a soft landscaping scheme; and
- e) **Requirements for electric vehicles** – Standard electric vehicle charging technology and/or other new technologies should be supplied with all new residential and commercial developments and redevelopments in line with guidance supplied by Surrey County Council; and
- f) **Garage conversions** – Proposals to convert garages to an alternative use are required to demonstrate that adequate on-site parking provision will remain or will be provided.

1.2.4 Cycling

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 35

Core Strategy and Development Management Policies 2011-2028: CP11, DM11

- a) **Improved commuter cycle routes** – Developments providing or contributing to continuous cycle routes that link to commuter stations in Woking, Longcross and Sunningdale are encouraged; and
- b) **Provision of cycle storage** – New residential and commercial developments and redevelopments must include adequate provision for high quality secure cycle parking and storage which is fit for purpose and respects the street scene. Vehicular and Cycle Parking Guidance supplied by Surrey County Council should be followed as a minimum unless exceptional circumstances are evidenced.

1.3 Development principles

1.3.1 Development principles

This policy is consistent with the following National and Borough policies:

*National Planning Policy Framework: 58, 67, 80, 87, 88, 89, 90
Core Strategy and Development Management Policies 2011-2028: CP2, DM1, DM2, DM9*

- a) **Extensions (within Settlement Area)** – Within Chobham’s Settlement Area, extensions are expected to respect the density, scale and mass of surrounding properties and the character of the area, and be subservient and proportionate to the host building; and
- b) **Extensions (outside Settlement Area)** – Outside Chobham’s Settlement Area, an increase of no more than 30% in built volume (measured externally) or floorspace over the original building is considered a proportionate increase while avoiding undue harm on the openness of the Green Belt. For the purposes of calculating whether extension proposals are proportionate to the size of the original dwelling, the publishing of floorspace and volume percentage increases is encouraged; and
- c) **Temporary structures** – Polytunnels, log stores, treehouses and similar structures are not considered to be of permanent and substantial construction and as such are not to be included in floor space calculations; and
- d) **Glasshouses** – In exceptional circumstances, the development of redundant glasshouse sites for non-agricultural purposes may be supported for development provided that the proposal accords with relevant policy in all other respects, that there would be no greater impact on openness than the existing development and the exceptional circumstances are justified with supporting evidence; and
- e) **Conversion of agricultural buildings** – Proposals for sympathetic conversions of barns or buildings are encouraged provided the proposal complies with Green Belt policy and the visual impact respects the character and appearance of the setting; and
- f) **Redevelopment of nursery and/or garden centre land** – Where redevelopment of nursery and/or garden centre land is proposed, it must be demonstrated that any loss of the existing business use on the application site would not adversely affect the overall economic sustainability or employment opportunities within the local and wider area. Proposed schemes must not have a greater than existing impact on the openness of the Green Belt, and the design must integrate into its setting, with particular attention to ensuring frontages remain rural in character and reflect the existing street scene; and
- g) **Site masterplans** – For phased comprehensive redevelopments (including changes of use), applicants are encouraged to submit the masterplan for the whole site to allow the full impact to be assessed.

1.3.2 Design

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 57, 58, 59

Core Strategy and Development Management Policies 2011-2028: DM2, DM9

- a) **Respect the street scene** – Development must respect the established scale of the street scene and the historic grain, ridge height, building line and plot sizes of the area. The height of new buildings and/or extensions shall be no greater than two storeys; and
- b) **Householder extensions** – Residential extensions should harmonise with the local character of the area and be subservient to the main building in scale, height and mass; and
- c) **Consistency of materials** – Materials are to be of good quality, consistent with the immediate local area and in keeping with the host building if applicable; and
- d) **Landscaping** – Landscaping is to reflect the character and the native species of the immediate surrounding area and existing street scene. Effective use is to be made of existing natural landscape features; and
- e) **Congruent appearance of fences, gates and boundary treatments** – Fences, gates, walls and other built enclosures are to be in keeping with the street scene and the rural character of Chobham and not of a harsh or incongruous appearance. Means of enclosure should provide visual interest to the frontage or streetscape and maintain or enhance soft green features and openness; and
- f) **Hardstanding** – Hardstanding areas should be kept minimal and permeable surfaces are to be used unless exceptional circumstances apply. Larger areas of hardstanding should be balanced with soft landscaping; and
- g) **Roofspace** – Where dormer windows are proposed for a new dwelling or a roofspace conversion, the design should harmonise with the existing street scene and local character of the area, and be balanced in scale and appearance; and
- h) **Consideration of residential amenity** – Proposals should show consideration of the residential amenity of neighbouring properties, to include such issues as the potential impact of loss of privacy, dominant forms of development, overlooking, overshadowing, loss of light, noise and traffic.

1.4 Housing

1.4.1 Housing

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 16, 47, 50

Core Strategy and Development Management Policies 2011-2028: CP3, CP5, CP6, DM9

- a) **Appropriate mix of housing types** – New housing or change of use to residential accommodation must reflect demand within Chobham, ensuring that a suitable mix of housing types is delivered, particularly two bedroom affordable homes and smaller dwellings including single-storey dwellings suitable for the elderly. Extensions and replacement housing resulting in the loss of a small dwelling (74 square metres or less of floorspace) or otherwise detrimental to the mix of Chobham’s housing stock will be resisted; and
- b) **Domestic leisure and recreation development** – Private recreation installations (e.g. pool houses, equestrian facilities, sport and games pavilions) are to be retained for private use only in connection with the residence.

1.4.2 Housing – larger developments

Larger developments are defined as schemes of 10 or more units and/or 1000 or greater square metres of floorspace and/or covering a site of 1 hectare or more.

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 34- 38, 70, 72

Core Strategy and Development Management Policies 2011-2028: CP2, CP11, DM11, DM14

- a) **Promote exit routes away from High Street** - Development must provide a sound construction traffic management plan promoting entry/exit routes for construction traffic away from Chobham village centre; and
- b) **Evidence sustainable methods for commuting** – Evidence must be supplied showing the scheme’s strategy for reducing reliance on motor vehicles and providing/maintaining convenient sustainable means for daily commuting; and
- c) **Improve/Maintain flow of traffic on Chobham High Street** – Larger developments and larger redevelopments are to be sited and laid out such that there is minimal risk of motor vehicles adding to the volume of traffic on Chobham High Street. Where possible, schemes should actively seek ways to reduce traffic congestion in Chobham village [as a whole](#); and
- d) **Improved commuter cycle routes** – Larger new developments or larger redevelopments are required to provide or contribute towards the funding of continuous cycle routes linking to commuter stations in Woking, Longcross or Sunningdale; and
- e) **Adequate provision of social infrastructure** – Developers of larger developments and larger redevelopments are encouraged to work with the community at the master planning stage to help address how they will meet additional local demand for education, healthcare, recreation, burials and other relevant community facilities and social infrastructure.

1.5 Equestrian related development

1.5 Equestrian related development

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 88, 89, 90

Core Strategy and Development Management Policies 2011-2028: DM3, DM11

- a) **Outdoor equestrian arenas, manèges and exercise areas** – Equestrian related development is to be on an appropriate scale for the site and respect the character of the area. Excessive earth moving should be avoided, and fencing kept to a minimum. Surfaces should be permeable or appropriate drainage measures put in place. The character of the landscape must be respected. Outdoor floodlighting is unlikely to be acceptable in residential areas or close to sensitive locations such as Chobham Conservation Area and Chobham Common; and
- b) **Indoor arenas, stabling, shelters and associated equestrian buildings** – The use of existing buildings where possible is encouraged. Where replacement or new buildings are justified with supporting evidence, these are to be proportionate and respect existing building lines, layouts and heights; and
- c) **Suitable parking provision** – Consideration is to be given to the parking provision for horseboxes and vehicles on the site and the suitability of highway access; and
- d) **Safety and amenity** - Equestrian related development must respect the amenity and safety of local residents and users of the public highway. Where appropriate, it must be demonstrated that activities are well related to the existing bridleway network and any additional activity proposed is capable of being accommodated; and
- e) **Adequate grazing land for keeping of horses** - Adequate grazing land must be provided when proposing equestrian related development. Recommendations supplied by the British Horse Society should be followed as a minimum unless exceptional circumstances are evidenced.

1.6 Employment

1.6 Employment

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 9, 28, 37

Core Strategy and Development Management Policies 2011-2028: CP8, CP11, DM11

- a) **Retain employment sites** – Existing employment sites in Chobham should be retained and proposals should show evidence that there will be no overall loss of jobs on a site unless there are very special circumstances. Proposals seeking to improve and enhance employment sites will be supported provided the proposals meet other relevant policy and any adverse effects do not outweigh the benefits; and
- b) **Provide sustainable employment opportunities** – Proposals seeking to create and maintain local jobs for residents close to and/or in their homes are encouraged; and
- c) **Encourage businesses that will not negatively impact road network** – Proposals seeking to bring business into the area that will not negatively impact the road network in the Parish by relying on HGVs or intense delivery patterns are encouraged.

1.7 Advertisements and signage

1.7 Advertisements and signage

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 67

Core Strategy and Development Management Policies 2011-2028: CP2, DM17

- a) **Inappropriate commercialisation to be avoided** - Department for Communities and Local Government (DCLG) and Surrey County Council guidance for outdoor advertisements and signs should be followed. Particular attention is to be paid to complying with Conservation Area policy where applicable; and
- b) **Appropriate lighting, advertising and shopfronts** – Lighting and advertising must respect the architectural style and heritage of the host building and the surrounding properties and character of the area. Internally illuminated signage is not acceptable in or on the retail and business frontages of Chobham Conservation Area. External advertising will be permitted if all the elements respect the character of the Conservation Area and its architectural details; and
- c) **Design** – Signage should be proportionate and appropriately located to the business or activity, sensitively designed to respect the setting and make a positive contribution to the street scene without adversely affecting public safety.

2 Village centre

2. Village Centre Introduction

Background

The village centre was designated as a conservation area in 1972, amended in 1992 and reviewed in September 2001. The Chobham conservation area is located in the south-east of the Borough, approximately three miles north-west of Woking, entirely within washed over Green Belt. (Coloured white on the map). Evidence of current design within this area can be found in Appendix B1

The centre of the village is of particular aesthetic value, at the heart of the Conservation Area, its main focus is the Grade 1 listed St Lawrence Church and surrounding grade 1 and 2 listed buildings (see appendix B9- Listed Buildings)

Intention

Any development that is proposed that will in any way be likely to affect this area and particularly the church, its setting, or any of the vistas of, or from it, should be the subject of particular scrutiny and always to be the subject of a pre application consultation with the parish council and local amenity groups.

The High Street has been identified as a traffic black spot both locally and within the county and any development either in this area (see Appendix B8 – Sub set of county traffic report), or in the surrounding area must show robust plans that will not add to the congestion and further clog the artery to the heart of the village.

Any development within this area should be in keeping with the surrounding areas and the adoption of modern lighting, external advertising, illuminated signs or developments which cause any of the strategic views identified in Appendix B6 to be compromised should not be permitted. Wherever possible, development should enhance the heritage of the area with emphasis given to appropriate architectural design and the use of carefully sourced traditional materials.

The following design criteria should be applied to ensure that the historic area of the High Street is enhanced.

There is recognition that predominately green belt sites within this area with limited previous developed land may come forward. Development of these sites should only be considered within the natural settlement area and should not increase density of housing within this area. They should apply the design statement for this area. Any development in this area that might impact on the heritage assets, must respect and where possible enhances them. The identified valued landmark views and buildings should be protected from any negative impact that could be caused, either directly or indirectly, by proposed development, whether residential or commercial. (see list in appendix...)

2.1 Development principles

2.1 Development principles

This policy is consistent with the following National and Borough policies:

*National Planning Policy Framework: 28, 88, 89, 90, 132, 135
Core Strategy and Development Management Policies 2011-2028: CP2, DM2, DM9, DM12, DM17*

- a) **Retain character of Chobham village centre** – Development within the village centre should be small in scale and in keeping with the historic and rural village character of the area; and
- b) **Respect the street scene** – Development will be expected to respect the building lines, views and scale of the existing street scene; and
- c) **Conserve strategic views (map)** – Proposals in the village centre, particularly where they would affect the church and its setting, or any of the vistas of or from it, will attract particular scrutiny. Early engagement with the Parish Council and community is recommended in these cases; and
- d) **Appropriate traditional materials** – A high standard of design and construction will be required for proposals in the village centre, including where possible the use and re-use of local and traditional materials appropriate to the setting. Supporting information should be provided to explain any proposed use of non-local and non-traditional materials; and
- e) **Design elements** – Within Chobham Conservation Area, doors, window frames and other joinery are to be of painted timber and reflect the style and proportion of existing properties. Outside of the Conservation Area but within the village centre, the same treatments are encouraged where appropriate. Throughout the village centre, the traditional roofscape is to be respected with regard to features such as chimneys, gables and tiles; and
- f) **Green sites** – Sites in the village centre with limited previously developed land are only to be considered for development if the character, including built density, of the area is maintained.
- g) **Property boundaries** – Design and construction of property boundaries should not impact the openness of the greenbelt, particularly where they are skirted by bridleways and public footpaths. The creation of enclosed ‘alleyways’ along footpaths and bridleways should be avoided. We would particularly encourage the use of manageable native species to create hedges, maintaining the rural aesthetic.

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2.2 Heritage

2.2 Heritage

This policy is consistent with the following National and Borough policies:

*National Planning Policy Framework: 28, 88, 89, 90, 132, 135
Core Strategy and Development Management Policies 2011-2028: CP2, DM2, DM9, DM12, DM17*

- a) **Enhance heritage of Chobham village** – Development will be expected to retain and enhance the special character and appearance of the village centre. Any change of use should retain the overall appearance of the original building; and
- b) **Heritage assets** – As well as its listed buildings (both graded and locally listed), Chobham village centre has a number of buildings, structures and spaces of local significance ([list](#)). The architectural and historic character of these assets and their setting is to be retained and enhanced.

2.3 High Street

2.2 High Street

This policy is consistent with the following National and Borough policies:

*National Planning Policy Framework: 28
Core Strategy and Development Management Policies 2011-2028: DM2, DM12*

- a) **Maintain or increase vitality of Chobham High Street** – Any applications proposing a loss of ground floor retail space in the High Street are required to demonstrate that the proposed use enhances and supports vitality and activity for residents and visitors and is compatible with the function of the High Street; and
- b) **Facilitate and enhance use of the High Street** – Development applications that propose to make a positive contribution to the range of services, quality, attractiveness and accessibility of the High Street and/or fulfil unmet demands of local residents are encouraged; and
- c) **Maintain or enhance viability of Chobham High Street** – A range of retail, office, service or residential use of the upper floors above ground floor commercial units is encouraged provided ground floor and neighbouring uses are respected or enhanced. Maintain but not increase parking availability on the high street to support the viability of retail and act as a traffic calming measure.

3 Primary residential areas

3.1 Housing needs Introduction

Background

The residential areas within Chobham are mainly located on areas off the main road approaches to the village. The most densely populated area is to the North of the village centre, details of the current design in these areas can be found in Appendix B2 on an area by area basis.

Intention

Development within these areas should look to promote the housing needs identified to support the village and its businesses (Housing Needs can be found in Appendix 7). Of primary concern is the effect of development on traffic through the village centre and therefore any development must promote exit routes away from the village and any major development must evidence sustainable methods for commuting that do not burden the existing road network.

Chobham is criss-crossed by many waterways and particular attention must be paid to materials and designs used that do not add to the burden of flood risk and to ensure that any area that is identified as being within the flood plain (see Appendix 5) is not developed beyond flood capacity. Development should not allow land to be raised and must show enhanced plans for drainage and the management of run off water. The use of sustainable urban drainage should be evidenced.

Given the poor provision of public transport within the area, all housing should have enhanced provision for off road car parking that does not detract from the street scene. Building developments must not urbanise the environment. Particular enthusiasm would be shown to developments that fulfil the identified housing need for the elderly and smaller homes for first time buyers.

The relationship to housing density and green space should be retained or enhanced.

Note

~~The policies in this section should be read in conjunction with General policies 1.4.1 Housing, 1.4.2 Housing – larger developments and 1.3.2 Design.~~

3.1 Housing needs

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 47, 50, 54

Core Strategy and Development Management Policies 2011-2028: CP5, CP6

- a) **Housing requirements** - Particular enthusiasm will be shown to developments in primary residential areas that fulfil the identified housing need for the elderly and smaller affordable homes for first time buyers; and
- b) **Reflect identified needs to support the village and its businesses** - Development within Chobham's primary residential areas is required to show evidence that it reflects the identified housing needs to support the village and its businesses.

3.2 Design criteria

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 53, 57, 58, 59

Core Strategy and Development Management Policies 2011-2028: DM2, DM9

- a) **Conserve strategic views (map)** – Proposals in primary residential areas are required to conserve important strategic views within the residential area; and
- b) **Infilling** – Small scale residential infill developments in Chobham's primary residential areas will be permitted, subject to the development reflecting the established built pattern of street scene frontages. Backland forms of development and outward extension of the area are not infill and will be resisted.

3.2 Design criteria

4 Approaches to the village

4. Approaches to the village Introduction

Background

There is a strong division between the intense urban form (continuous built-up frontages) of the village centre and its approaches by hedge and tree bounded roads. The details of the current design in these areas can be found in Appendix B3 on an area by area basis.

Intention

The approaches to the village form the boundary between Chobham and the surrounding towns and villages and need to be preserved to protect the village identity from being lost and the boundaries merging.

There is recognition that predominately green belt sites with some previous developed land within the greenbelt may come forward. Development of these sites should, unless exceptional circumstances can be evidenced, not increase the developed area in order to preserve the separation of boundaries. It is therefore essential that the overarching green belt policy is applied without exception in these areas.

4.1 Approaches - appearance

4.1 Approaches - appearance

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 89-92

Core Strategy and Development Management Policies 2011-2028: CP2, DM1, DM2, DM3, DM5, DM9

- a) **Maintain separation between neighbouring villages** – Development proposals must comply with Green Belt policy and retain the open character and separation between Chobham and its surrounding towns and villages unless very special circumstances are evidenced; and
- b) **Maintain character of the approaches** – Development proposals are to maintain the rural character of the approaches to Chobham village. The predominance of trees and hedges lining the approaches should be maintained and there should be no material increase in urbanising features (structures, hardstanding, walls, solid fencing etc.) or reduction of openness unless very special circumstances are evidenced.

4.2 Approaches - development

4.2 Approaches - development

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 89-92

Core Strategy and Development Management Policies 2011-2028: CP2, DM1, DM2, DM3, DM5, DM9

- a) **Like for like replacement** – Like for like replacement and appropriate Green Belt development proposals are encouraged; and
- b) **Walls and fencing** – Walls and solid fencing adjacent to a highway used by vehicles must be below 1 metre in height. Closeboard fencing along frontages on the approaches to Chobham village is discouraged in favour of softer treatments; and
- c) **Boundary treatments** – Hedge and tree planting is to be of native species and will be expected to be consistent with predominant species in the surrounding area; and
- d) **Conserve strategic views (map)** - Proposals are required to conserve strategic views along the approaches to the village; and
- e) **Materials consistent with local area** – Building materials should be in keeping with surrounding buildings and the local area, and the host building if applicable.

5 Boundary areas

5 Boundary Areas Introduction

Background

Chobham is surrounded on its far North Border and Eastern boundaries by ‘common’ areas. Both Chobham Common and Horsell Common are designated ~~areas~~ [Sites](#) of Special Scientific Interest (SSSI's), [as such they already receive strict protections under the Countryside and Rights of Way Act 2000](#). On the North East boundary the link between Horsell Common and Chobham Common is Fair Oaks Airport (Fair Oaks). Fair Oaks is currently operating as an aviation centre and is therefore exempt from the protection of the greenbelt policy. It is also an important area of employment for the village.

Intention

The importance of sustaining the bio diversity in these areas should be a consideration in any planning application. Effort should be made to maintain access to the considerable recreational opportunities including horse riding, ornithology, off road cycling and walking afforded by these areas. There are a number of footpaths and Bridleways that abut and cross the area and these should be afforded every protection.

5.1 Fair Oaks airport

5.1 Fair Oaks airport

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 31, 33

Core Strategy and Development Management Policies 2011-2028:

- a) **Airport development or redevelopment** - Developers are encouraged to work effectively with the local community to address where practicable any community issues at the master planning stage of any redevelopment proposal, with the extent of collaboration being proportionate to the scale of development proposed.
- b) [Any proposed development should take head of NPPF Paragraph 104 \(f\), recognising the importance of maintaining a national network of general aviation.](#)
- c) [Fair Oaks is site of employment, currently employing X. We encourage it's further development as a site of aviation industry.](#)

5.2 Chobham Common

5.2 Chobham Common

This policy is consistent with the following National and Borough policies:

National Planning Policy Framework: 118

Core Strategy and Development Management Policies 2011-2028: CP14A, CP14B

- a) **Protect Chobham Common** – Developers are required to recognise the sensitivity and importance of Chobham Common for its biodiversity, and for the benefit of current and future generations. Where development is likely to affect the Common, obtaining pre-application advice from Natural England and Surrey Wildlife Trust is encouraged. [The maintenance of the common as open heathland should be a priority for any party responsible for its management. Intensified commercial use of the common should be avoided.](#)