
Elmbridge Settlement Assessment

August 2020



Elmbridge
Borough Council
... bridging the communities ...



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1. Introduction

Purpose

- 1.1 This Settlement Assessment examines the economic, social and environment role of each of the eight settlement areas in Elmbridge. The purpose of the Settlement Assessment is to help understand each settlement's current sustainability and potential for future development. They form a key part of the Local Plan evidence base and will help to formulate policy and guide site allocation work.

Background

- 1.2 In the National Planning Policy Framework (February 2019) the Government states in paragraph 15 that the planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area.

- 1.3 In 2009, a Settlement Strategy was produced which provided evidence for the 2011 Core Strategy (Spatial Strategy Policy CS1). Based on this evidence, the policy set out broad categories for the eight settlements of Elmbridge as detailed here:

- Main settlement areas: Walton-on-Thames and Weybridge has been identified as the most sustainable locations within Elmbridge. They provide a broad range of uses and services, as well as opportunities to accommodate new development.
- Suburban settlement areas: Esher, Hersham, East and West Molesey, Hinchley Wood and the Dittons are primarily residential in character and provide a more limited range of uses and services. These areas not as sustainable as Walton and Weybridge, but nevertheless have the capacity to accommodate new development in a sustainable manner.
- Service centre and rural fringe area: Cobham, Oxshott, Stoke D'Abernon and Downside. Although the four settlements located within this area are distinctively different, they are intrinsically linked to Cobham with regards to service provision. The majority of new development within this area will be directed towards Cobham and its immediate environs as this is the most sustainable location.
- Suburban village: Claygate functions as a large village rather than a suburban area. Given the nature of the area, it offers very limited development opportunities.

- 1.4 The Core Strategy 2011 has been successful in delivering sustainable

development. that has affected the sustainability of the above settlements. The new Local Plan approach endeavours to maintain development growth in the existing settlement areas and optimising the efficient use of the land. However, new development at the expense to changes of use for example could lead to the loss of key facilities and services.

- 1.5 In order to ensure that the evidence base is up to date and continues to support policy, it is considered necessary to reassess the evidence and look in greater detail at the above settlement's individual economic, social and environmental characteristics. This work forms part of the wider Local Plan evidence base review and will help inform any future plans ensuring development is delivered in the most sustainable location and in a way that seeks to improve the overall sustainability of that area.

Borough overview

- 1.6 Elmbridge is a Surrey borough located in the prosperous South East region, approximately 17 miles south west of central London. Located almost entirely within the M25 motorway, the River Thames forms the northern boundary of the borough separating Elmbridge from the London Borough of Richmond-upon-Thames. To the east is the Royal Borough of Kingston-upon-Thames. The remainder of the borough's boundary is shared with the Surrey boroughs of Guildford, Runnymede, Spelthorne and Working and Mole Valley.
- 1.7 Covering just over 9,634 hectares (37.2 square miles), Elmbridge is home to approximately 137,000 residents¹ living across the vibrant towns of Walton-on-Thames and Weybridge; the suburban settlements of Esher, Hersham, East and West Molesey, Hinchley Wood and the Dittons; the rural fringe area of Cobham, Oxshott and Stoke D'Abernon; and the suburban village of Claygate.
- 1.8 Elmbridge settlements are surround by the Metropolitan Green Belt which covers 57% of the land in the borough and, in part, contributes to the area's high-quality environment alongside land designated as public open space. The Green Belt straddles the boundaries of several adjoining boroughs. Within the Green Belt lies the Thames Basin Heaths Special Protection Area (SPA) which all host boroughs have committed to protect and deliver a strategic package of measures to mitigate the potential adverse effects of new development on the SPA in order to protect its ecological integrity.
- 1.9 Elmbridge benefits from good road and rail accessibility to central London via the M25 and A3 and is situated within easy reach of both Heathrow and Gatwick airports. The M3 is located to the north west of the borough. Coupled with good passenger rail links to central London, the borough's transportation network has proved attractive to a wide variety of individuals and businesses. Thus, the local economy is comparatively strong, and unemployment is low. Commuting still plays a significant part for much of the workforce, with both

¹ Office of National Statistics - <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/componentsofchangebirthsdeathsandmigrationforregionsandlocalauthoritiesinenglandtable5>

radial and orbital journeys into London and around the region.

- 1.10 In September 2019 Elmbridge had the 9th highest median house price in England, with eight higher Local Authority areas all being in London. The average cost of a home in Elmbridge in September 2019 was £581,000. This is 10.3 times the median rate of residents' income of £32,043. The median workplace-based earnings for Elmbridge residents is the 14th highest when compared to all other areas in England. Affordability is therefore a significant issue in the borough, and this is reflected in the local housing need².

Structure

- 1.11 This document brings with an outline of national and local policy including a section on the review of the evidence base. The next chapter sets out the approach explaining clearly the structure and content of each assessment. This is then followed by the eight detailed assessments and finishes with the conclusion and borough wide SWOT analysis.

Disclaimer

- 1.12 Please note that all information contained in the settlement assessments is correct at August 2020. Facilities, shops and services do change and this needs to be taken into account when reading this assessment.
- 1.13 The assessments are based on data provided by the Office of National Statistics from Census 2011 and more recent data sets where indicated. There is scope for this assessment to be updated in line with Census 2021 data as of when this becomes available. Other data that informs this study is supplied by evidence base documents that have their independent data collection date. Any evidence base document used in this assessment will be sign posted. The recommendations of this assessment were assembled by officers illustrating professional judgment of the available data and evidence.

² Housing Delivery Test Action Plan 2020

2. Policy Context

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was published in February 2019 and it sets out the Government's planning policies for England and how these need to be applied. It stresses the need for the planning system to provide sustainable development and defines 'sustainability' as performing towards three different objectives in paragraph 8:

- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- An environment objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.2 These three objectives need to be taken into account when considering the sustainability of Elmbridge's settlements. It is important that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 9).

2.3 There is no specific guidance from the Planning Practice Guidance (PPG) as to how to assess the sustainability of an area. However, the NPPF does provide some key issues that need to be addressed. It states in paragraph 15 of the NPPF the following:

'The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing need and other economic, social and environmental priorities; and a platform for local people to shape their surroundings'.

Existing Local Policy

- 2.4 The Elmbridge Core Strategy (adopted in July 2011) is the main document in the council's Local Plan and is based upon a thorough consideration of the social, economic and environmental characteristics that relate to Elmbridge. The Spatial Strategy (Policy CS1) sets out the eight main settlement areas as highlighted in paragraph 1.3 of this document.
- 2.5 The Development Management Plan (adopted in April 2015) sets out a series of details policies assisting in the determination of planning applications. It focuses on a more site level scale and does not specifically look into the wider spatial setting.

Future Policy and the Elmbridge Local Plan

- 1.1 The council is currently preparing its Local Plan covering the 8 main settlement areas within the borough:
- Claygate
 - Cobham, Oxshott, Stoke D'Abernon & Downside
 - East & West Molesey
 - Esher
 - Hersham
 - Thames Ditton, Long Ditton, Hinchley Wood & Weston Green
 - Weybridge
 - Walton-on-Thames
- 2.6 As part of the Local Plan preparation the council is reviewing the evidence base focusing on a number of key documents including the Settlement Assessment. The council is under delivering on its housing targets and the council will need to amend the housing target in a new Local Plan that will likely impact the shape of the borough's existing settlement areas.

Design and Character Supplementary Planning Document (SPD)

- 2.7 The Design and Character Supplementary Planning Document (SPD) (adopted 2012) provides design guidance for all new development in the borough. The main design guidance document is accompanied by eight companion guides, which assess each of the settlement's sub-areas design characteristics providing links to the main document when required. The purpose of this SPD is to help secure the delivery of distinctive, high quality development across the borough.
- 2.8 The existing Design and Character SPD (2012) will be updated for the new Local Plan and will provide greater clarity on the design approach required for each area of the borough. Ensuring high quality design and efficient use of the land.

Developer Contributions Supplementary Planning Document (SPD)

- 2.9 The Developer Contributions SPD (adopted in April 2012) and Community Infrastructure Charging Schedule (February 2013) set out the contributions required from new development towards infrastructure, affordable housing and Thames Basin Heaths mitigation through the use of both planning obligations and the Community Infrastructure Levy (CIL). In July 2020 both the Developer Contributions SPD and Community Infrastructure Charging Schedule were updated to be consistent with market trends. Both of these documents will be updated further as part of the preparation for the Local Plan.

3. Approach

Introduction

- 3.1 This chapter explains the structure and content of each settlement assessment and presents the sources of information used to examine each of the sustainability elements (the social, economic and environmental sections).
- 3.2 Each settlement assessment aims to provide the reader with a comprehensive account of the current economic, social and environmental function of each area. These provide a written analysis with regard to the sustainability of each of the settlements and include main tables of facts when required. Although these do not refer to the infrastructure delivery plan, they do highlight areas that will need investment or improvement to ensure the future sustainability of the area and borough. The content and sections

Settlement Overview

- 3.3 Each assessment begins with a borough map with the settlement being assessed clearly outline and shaded. This not only highlights the settlement's location in the borough but also explains its physical relationship to settlements within the authority and neighbouring authorities just beyond the borough boundary if applicable. A table of main facts then follows and sets out important statistics such as settlement's population, area of the settlement in hectares, number of households, dominate housing types and densities of people per hectare. Elmbridge, Surrey and National averages are also provided to understand whether any of these percentages differ greatly to the County or National position. It then features a written overview which is a short description highlighting the settlement's key economic, social and environmental characteristics.
- 3.4 Every settlement assessment contains a detailed map highlighting the key economic, social and environmental features. The map also includes major transport routes, train stations and bus services. This can be referred to when reading through the whole assessment and is particularly useful to understand where the key community facilities and services are located. Information obtained for this map comes from a range of sources, which are set out each sustainability section discussed below. The full key for these maps is presented in Appendix 1.

Economic

- 3.5 The assessment considers the economic function of the area and presents a table which sets out key information on the settlement's large employers, retail centres, retail facilities, office accommodation and industrial units. The figures presented for this table have been taken from the Elmbridge Retail Centre Review 2020.

3.6 It then provides a written analysis of the role and function of the settlement's retail centres, office accommodation and industrial sites if applicable. There is also a section on tourism which highlights whether the settlement has tourist attractions and hotel accommodation.

- Elmbridge Retail Centres Boundary Review 2020
- Local Market Appraisal 2020
- Elmbridge Commercial Property Market Study 2014
- Planning applications – including any new or loss of office accommodation, large retail development/ schemes or hotel accommodation
- Elmbridge Monitoring Information on Prior Notification Applications – Office to Residential
- Google and GIS maps – Search location of hotels / tourist attractions

Social

3.7 The next section is much larger and provides information about the existing population and levels of community wellbeing, health and social exclusion. It also sets out the population's employment and skills levels, as well as access to housing, facilities and services and travel and transport provision.

Population and Community Wellbeing

3.8 This section presents the age structure of the population in a table. The percentages for each age group in each ward are provided and a settlement average is given where there is more than one ward. An Elmbridge, Surrey and National average is also supplied to help highlight any unusual age group percentage in the settlement. The percentages featured in this table are taken from Surrey I data 2016.

3.9 A written analysis on age structure then follows and pulls out any unusually high or low percentages across the settlements. It also uses other data sources such as Census 2011 data on household composition in order to confirm any high or low age structure percentages and how this affects households and potential need for specialist / specific services and facilities. Census 2011 data on economic activity data is also used when confirming high numbers of older people with the percentages of people retired in the settlement (economically inactive). This analysis provides an understanding of the people who live in the settlement and helps to inform service and facility requirements and where they should be concentrated.

3.10 A section on health and social exclusion follows and presents factual information about the population's health issues including the long-term sick. Child poverty is also discussed as well as education attainment and qualifications. Any pockets of deprivation in the settlement become evident from this data.

3.11 Information for this section has been taken from:

- ONS data
- Surrey-I data
- GPs services – NHS Choices

Employment and skills

3.12 This section studies the population's employment status and skills in the settlement. A table includes percentages of population economically active, inactive, employed and unemployed. These percentages were sourced from the ONS Census 2011 data on economic activity. The terms used are defined as follows:

- Economically active
- Economically inactive

3.13 The percentage of the population claiming job seekers allowance is also presented in the table and has been sought from the Surrey I 2016. This originates from the ONS and is updated on a monthly basis.

3.14 The table of main facts on economic activity is then followed by a written analysis of the population's employment percentages and unemployment figures including those claiming working age benefits. Information about the population's occupations, industries of work and qualifications is also considered. This provides a good indication as to whether people living in the settlement are working locally or outward commuting for employment opportunities. For this, method of travel to work data from Census 2011 is also used.

3.15 Information for this section has been taken from:

- Local Market Appraisal 2020
- Authorities Monitoring Report 2019-20
- ONS data Census 2011
- Surrey-I data

Housing

3.16 Housing supply and accessibility is next to be considered in each settlement area. This section takes account of the most common housing type, average house prices and rental values from 2020 using information from Zoopla. Current property values that were available at the time are then provided and compared with average local workers pay scales. The amount of affordable housing being granted is also discussed as well as the most common property tenure. The borough's previous social housing estates are noted as well as any established Gypsy and traveler accommodation within the settlement.

3.17 Information for this section has been taken from:

- Housing Delivery Test Action Plan 2020
- Authorities Monitoring Report 2019-20
- Gypsy and Traveller Assessment 2020
- ONS data Census 2011
- Zoopla - <https://www.zoopla.co.uk/>

Facilities and services

3.18 The next section covers the settlement's facilities and services. A table sets out all the educational institutes from primary to secondary schools within each settlement. The forms of entry are included in the analysis, but bulge classes are not discussed as these provide for a temporary spike in demand. Higher education institutes are also provided where relevant. Library, health, facilities, food / leisure, post / fuel, social activities and green spaces are also detailed. The quantity of each facility in each ward of the settlement is presented where appropriate. The following text then discusses the facilities in greater detail. This section also looks at the settlement's accessibility to neighbouring facilities and services within the borough and in other local authorities. The data for the table and discussion comes from the following sources:

- Google maps – search services
- Elmbridge Green and Blue Infrastructure study 2020
- Authorities Monitoring Report 2019-20
- Surrey County Council – School Organisation Plan 2018-2027
- Surrey County Council Libraries at www.surreycc.gov.uk/people-and-community/libraries
- NHS Choices 'Service near you – GPs, NHS Dentists, Hospitals' <http://www.nhs.uk/Service-Search>

Travel and transport

3.19 The travel and transport section present the settlement's major roads, rail services and bus services in a table. These are shown in the various wards where appropriate. The written analysis looks at the car ownership percentages per household, the use of the car in the settlement as well as roads suffering congestion at peak times. Method of travel to work data confirms whether the car is being used for commuting to and from work. Main road and strategic road network accessibility is also discussed. The same written analysis is provided for the settlement's rail and bus services. Method of travel to work is used to help identify whether people are choosing public transport in order to access work. The information for this section has been taken from:

- Surrey County Council – Roads and transport www.surreycc.gov.uk/roads-and-transport/buses-and-trains/bus-timetables/
- Rail services www.nationalrail.co.uk/stations_destinations/default.aspx
- Google maps and Mapstack – major roads and bus routes

Environment

3.20 The settlement's environmental features are also presented in the analysis. Again, these have been divided into wards where necessary. The natural environmental features of the settlement are then discussed in the written analysis. Any watercourses in the settlement are identified and information is provided on flood zones and flood alert areas. A section on pollution is also included and highlights whether there are any Air Quality Management Area (AQMA) plans present in the settlement. The last section of analysis relates to the settlement's historic environments and highlights the settlement's heritage assets. The information for this section has been taken from:

- Mapstack – Absolute Constraints and environmental designations
- Annual Monitoring Report 2019-20
- Elmbridge Strategic Flood Risk Assessment 2019
- Elmbridge Green and Blue Infrastructure study 2020
- Surrey Mineral Plan Core Strategy and Development Plan 2011
- Elmbridge Air Quality Monitoring
www.elmbridge.gov.uk/envhealth/pollution/airqualitymonitoring.htm

Conclusion of each Settlement

3.21 A written conclusion highlights the settlement's main economic, social and/ or environmental strengths. It then discusses the issues that need to be addressed in order to ensure the settlement's future sustainability. Finally, the settlement assessment includes a SWOT analysis matrix which provides a clear understanding of the settlement's strengths, weaknesses, opportunities and threats.

Claygate Settlement Assessment

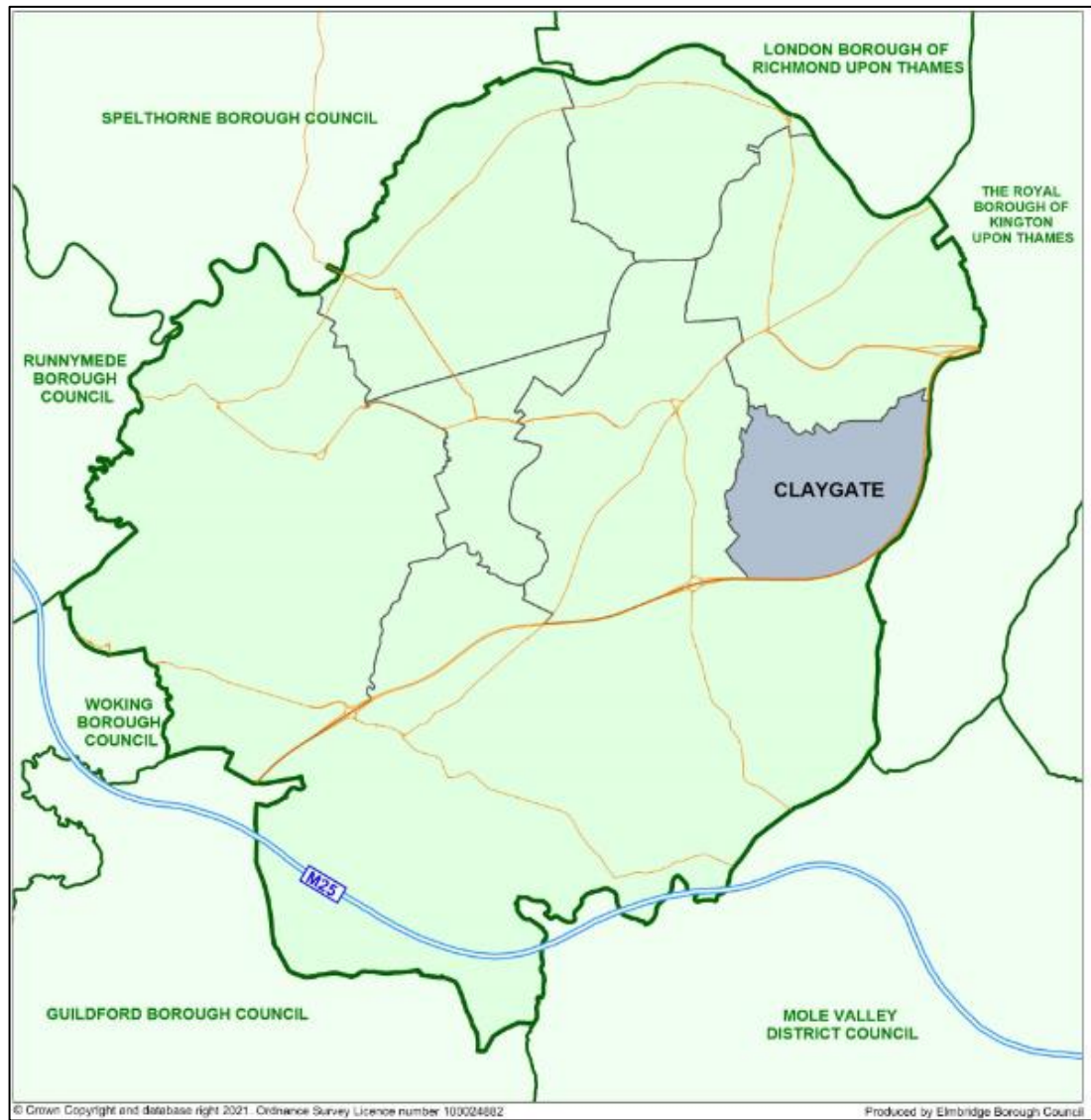


Figure 13 – Settlement of Claygate

Settlement Overview

Table 103 – Settlement overview

	Claygate	Elmbridge Average	Surrey Average	National Average
Number of people / ha ⁸⁸	15.05	14.37	7.16	4.30

Table 104 – Settlement overview (Census 2011)

⁸⁸ Surrey I data – Area and population density (2016)

Total = 2,840 dwellings	Whole house or bungalow: Detached	Whole house or bungalow: Semi-detached	Whole house or bungalow: Terrace	Flat, maisonette or apartment: Purpose-built block of flats or tenement	Flat, maisonette or apartment: Part of a converted or shared house	Flat, maisonette or apartment: In a commercial building	Caravan or other mobile or temporary structure
Households	1,247	920	315	276	44	45	1
Predominant Housing Type %	43.8%	32.3%	11.1%	9.7%	1.5%	1.6%	0%

- 4.260 Claygate is located to the east of Elmbridge and is approximately 470 hectares in size. It has a population of 7,091 people with density of residents being 15.05 per hectare. The settlement is almost completely surrounded by Green Belt and links up with Esher to the west. The A3 is located to the east and is a physical barrier to Hook / Chessington in the neighbouring borough of Kingston upon Thames. Claygate is the only settlement in Elmbridge that has its own Parish Council and there are no other wards in Claygate.
- 4.261 Claygate is also the only settlement of Elmbridge with its train station located centrally to the residential area which is situated within its main local shopping parade. This means people can access the station easily and support its local shops and services. There is another area of shops at Old Village on the High Street, but this retail offer is much smaller. Old Village is a conservation area and marks the gateway to the settlement's community and social hub, which includes a youth centre, health clinic and community day centre.
- 4.262 Public transport is good in Claygate with rail services to London and Guildford and a regular bus service to Esher, Surbiton and Kingston. Claygate has a number of important heritage assets including Claygate Village and Foley Estate Conservation Areas as well as various listed buildings. Although urban, it does have a semi-rural character with historic field boundaries, hedgerows and older lanes and footpaths. The river Rytte flows to the west of Claygate.

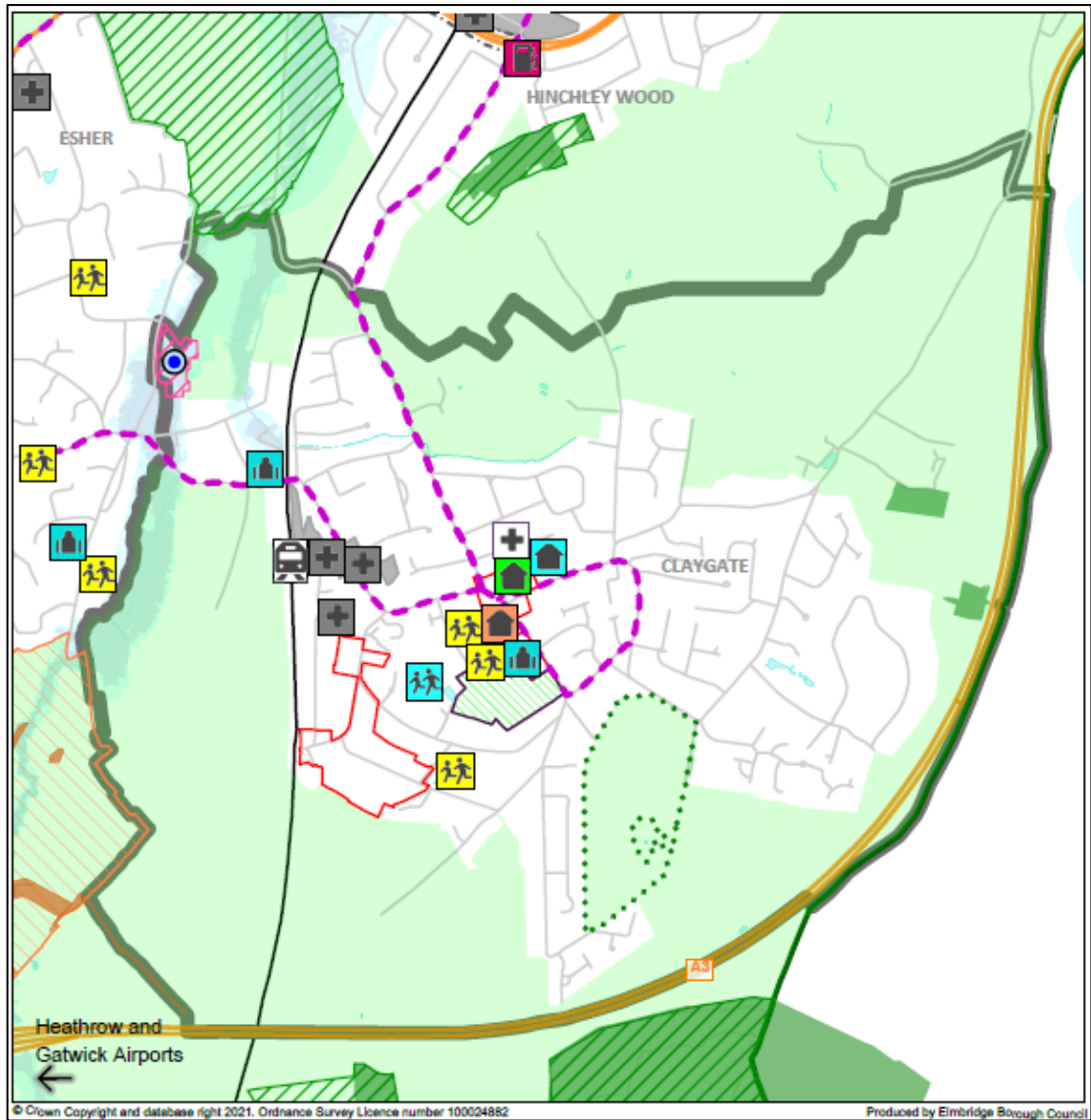


Figure 14 – Claygate at its services

Economic

Table 105 – Economy context from the Retail Centres Boundary Review 2020

		Claygate
Large Employers	Companies employment +50 employees	Dairy Crest Limited, Littleworth Road
Retail Centres	-	Claygate local centre
Retail Facilities	Retail Floor Space (A1-5)	43 units
	Vacant	1 unit
Non-residential	D1 and D2	4 units
	Vacant	1 unit

Office Accommodation	B1	6 units
	Vacant	2 units
Industrial Units	B2 – General industry	0 units
	Vacant	0 units
	B8 – Storage or Distribution	0 units
	Vacant	0 units
All other uses	Sui Generis	3 units
	Vacant	1 unit

4.263 Claygate is mainly residential with limited business / commercial uses and no industrial sites. The largest employer is Dairy Crest Limited, whose headquarters employing approximately 200 people⁸⁹. Even with this company and a successful local centre, its economic role is relatively small scale in comparison with other settlements in Elmbridge.

4.264 The designated local centre sits in the centre of the settlement next to Claygate train station and has a strong economic role supporting a total of 43 retail units (A1-A5). It contains a range of convenience shopping stores to serve day to day needs. Vacancy rates are low in the centres which demonstrate the local shopping centre is strong and supports a range of local businesses.

4.265 Office accommodation in Claygate is small scale and there are only six units with two units being vacant. These are predominately located above shops within the parade. Since the use class order amendments introduced in 2013 show that where there were 11 offices units recorded in the 2015 assessment has now halved in the local centre.

4.266 The second shopping area in Claygate is located on the High Street at Old Village and only contains a small section of shops and services. Its anchor shop is Londis, which provides day to day convenience shopping for people living in the immediate area.

Social

Population and Community Wellbeing

Table 106 – Population by age ONS Census 2011⁹⁰ and Surrey-I 2018

Age Structure	Claygate 2011 %	EBC 2011 %	Surrey 2011 %	National 2011 %	EBC 2018 %	Surrey 2018 %	National 2018 %
Age 0-15	21.8	21.4	19.3	18.9	22.3	19.7	19.2

⁸⁹ Telephone conversation with Dairy Crest at Claygate House, Littleworth Road in January 2015 to confirm numbers employed.

⁹⁰ No recent data of population by structure for Wards.

Age 16-64	59.5	62.3	63.5	64.8	59.4	61.4	62.6
Age 64+	18.7	16.5	17.2	16.4	18.3	18.9	18.2

4.267 Claygate has traditionally been popular with families and this is evident when considering the age of the population. The proportion of children aged 0-15 years of age. This is slightly lower than the more recent average of Elmbridge but higher than the county and national average. The settlement has less people between 16-64 which highlights a possible young population which may struggle to buy or rent a property in Claygate. Claygate's older population is higher than the Elmbridge average with older residents likely choosing to be closer to accessible services.

Health and Social Exclusion

Table 107 – Ration of patients to GPs by settlement area⁹¹

Name of Surgery	GPs in each surgery	Area GP total	Population	Population/GP
Capelfield Surgery	3.7	3.7	7,091	1,916

Table 108 – Residents health per settlement Census 2011

	All categories: Long term health problem or disability	Very good health	Good health	Fair health	Bad health	Very bad health
Area	Number	%	%	%	%	%
England	53012456	47.2	34.2	13.1	4.2	1.2
Surrey	1,132,390	52.4	33.6	10.6	2.7	0.8
South East	8,634,750	49.0	34.6	12.0	3.4	1.0
Elmbridge	130,875	56.5	31.0	9.4	2.5	0.7
Claygate	7,168	57.9	28.6	9.7	3.0	0.8

Table 109 – Child poverty in out of work benefit households⁹²

Area	Households	%
England	1,478,150	14
South East	173,280	10.1
Surrey	14,920	6.5
Elmbridge	1,510	5

⁹¹ GP data taken from surgery website pro-rata 0.2 for a full day and 0.1 for every half day. The populations are taken from ONS and divided by the GP per settlement to provide a ratio.

⁹² Surrey County Council Joint Strategic Needs Assessment (JSNA) (May 2016) - <https://public.tableau.com/profile/surrey.county.council.joint.strategic.needs.assessment#!/vizhome/Economyemploymentanddeprivation/Story1>

Claygate	60	3.8
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- 4.268 When considering the health of the population of Claygate 57.9 consider themselves to be in very good health which higher than the borough, county, regional and national average. Despite this high sign of good quality health, the rate of bad to very bad health is higher than the borough and county average which should be a cause for concern. There is likely because there is a high ratio of GPs to population in the borough with one GP per 1,916 people.
- 4.269 There are no specific areas of Claygate that experience levels of social deprivation and the percentage of children living in poverty has decreased from 5.8% in the 2015 version of the settlement assessment to the 3.8%. This is also far lower than the Surrey average and is an indication of relative wealth in Claygate.
- 4.270 The outstanding provision of schools in the settlement has led to excellent attainment for pupils. Residents that achieve level 4 qualifications (Degree, Higher Degree, NVQ Level 4-5, Diploma, BTEC Higher Level or Professional Qualifications (for example teaching, nursing, accountancy) was 48.1% of the settlement population. However, the settlement has 0.02% higher average than the borough average of residents with no qualifications.

Health and Social Exclusion

Table 110 – Population qualifications ONS Census 2011

Area	Highest level of qualification - all people aged 16+ - All usual residents aged 16 and over	Highest level of qualification - all people aged 16+ - % No qualifications	Highest level of qualification - all people aged 16+ - % Level 1 qualification	Highest level of qualification - all people aged 16+ - % Level 2 qualifications	Highest level of qualification - all people aged 16+ - % Level 3 qualifications	Highest level of qualification - all people aged 16+ - % Level 4 qualifications and above	Highest level of qualification - all people aged 16+ - % Other qualifications	Highest level of qualification - all people aged 16+ - % All level 1 or 2	Highest level of qualification - all people aged 16+ - % Apprenticeship
England	42989620	22.5	13.3	15.2	12.4	27.4	5.7	28.5	3.6
South East	6992666	19.1	13.5	15.9	12.8	29.9	5.2	29.4	3.6
Surrey	913899	15.9	12.2	15.3	12.3	36.2	5.1	27.5	2.9
Elmbridge	103005	13.2	10.1	13.9	11.1	43.9	5.6	24	2.2
Claygate	5604	13.4	8.4	14	10.3	48.1	3.8	22.4	2

Employment and skills

Table 111 – Employment activity and population claiming job seekers allowance

Economic Activity	Claygate %	Elmbridge Average %	Surrey Average %	National Average %
% Population economically active ⁹³	70.8	73.37	73.6	69.9
% Population economically inactive ⁹⁴	29.2	26.63	26.4	30.1
% Population who are economically active and employed	66.2	68.4	67.7	62.1
% Population who are economically active but unemployed	2.4	2.67	2.8	4.4
% Population claiming job seekers allowance (June 2015)	3.13	9.85	0.84	-

4.271 In Claygate, 70.8% of the populations consider themselves to be economically active with some 66.2% in full or part time employment. Of the 70.8% economically active, 2.4% consider themselves unemployed which is slightly lower than the county and borough averages. In addition, there is a low average than the county and borough average for people claiming job seekers allowance.

4.272 It is likely that residents travel into London or Guildford for work as the average residents travel 16 kilometres to get to work. It is also proven that 25% of residents in Claygate use the train and 49% by car as a method to get to work which suggests the likelihood of outward migration for work.

Housing

Table 112 – House Prices Surrey-I 2015⁹⁵ and Zoopla 2020

	EBC 2015	Surrey 2015	National 2015	Claygate 2020	EBC 2020	Surrey 2020	National 2020
Property price average	694,116	464,195	272,141	857,848	850,496	604,307	331,434

⁹³ The percentage of the population aged 16-74 that is either employed or actively seeking employment

⁹⁴ The percentage of the population aged 16-74 that are not in employment but do not meet the criteria of unemployed. This can include the retired, students, people looking after home/family/or people who are disabled/long term sick and other.

⁹⁵ No house price data per settlement in 2015

Table 113 – Rental prices Settlement Assessment 2015⁹⁶ and Zoopla 2020

	Claygate 2015	EBC 2015	Claygate 2020	EBC 2020	Surrey 2020	National 2020
Property pcm average	3033	3313	4921	4581	1170	1988

- 4.273 Claygate has a good mix of housing with 43.8% detached houses / bungalows, 32.3% semi-detached, 11.1% terraced and the remaining 12.8% a flat / maisonette or apartment (see table 104). Despite having a better mix than other settlement, house prices in Claygate are very expensive with the average property being £857,848. The average house price national is £331,434 which highlights the high prices of dwellings in this area. Rent is also high with an average asking price of £4,921 pcm in 2020.
- 4.274 With local workers' salaries at an average of £31,043 per year or £2670 per month, it would still cost 27 times a local salary for the price of an average property in this settlement⁹⁷. Average rents are also significantly beyond the reach of those employed in the area. This clearly highlights the issues of affordability in the housing market in the settlement.
- 4.275 The situation is not helped by the lack of affordable housing being in the settlement. For Claygate, this is largely due to the small sites that become available in the area. The rate of affordability and sustainability is an issue that faces the housing market in Claygate.

⁹⁶ Data from Zoopla in the Settlement Assessment 2015

⁹⁷ Census 2011, 2014 Annual Survey of hours and earnings

Facilities and services

Table 114 – Settlement facilities and services

	Claygate
Primary Schools	1 Primary School
Secondary Schools	0
Others Schools	2 Pre-School 2 Preparatory School
Library	0
Higher Education	0
Doctors Surgery	1
Dentist	3
Pharmacy	2
Community Hospital	0
Petrol Station	0
Post Office	1
Bank and Building society	0
Supermarket	0
Public House/ Bar	3
Restaurant/café and Takeaway ⁹⁸	8
Cinema	0
Leisure centre	0
Public Parks	1
Community/Village Hall	1
Youth Centre	1
Places of Worship	2

- 4.276 The local centre in The Parade and Hare Lane provides a range of day to day goods. There is a Cooperative supermarket located on Hare Lane that provides essential goods, preventing the need to travel outside of the area for regular groceries. There are also three public houses in the area and varies eating establishments in the Parade and Hight Street.
- 4.277 Although located centrally and easily accessible, there is only one state primary school in Claygate, Claygate Primary School. This has become over-subscribed in recent years. There is no secondary school provision within the settlement and secondary school places have been offered at neighbouring authorities' schools in previous years. The Surrey Organisation Plan 2018-2027 states that the birth rate is beginning to slow down and decrease. This

⁹⁸ Retail Centres Review 2020

will plateau providing a surplus of school places in the next ten years⁹⁹.

- 4.278 Again, due to its central location surrounded by Green Belt, residents have good access to green space throughout the settlement. The Green and Blue Infrastructure study (2020) states that there is no access deficiency to children’s play provision. The settlement is just below the quantitative standard of 0.76 sqm of formal children’s play provision per child but does not recommend any measures to address this deficiency. There is also no access deficiency to the public parks, and it does not score below the borough average in terms of quality. Open countryside surrounds Claygate and with its own Parish Council there is good management of natural features as well as protection of existing areas of open spaces.
- 4.279 Claygate is located less than four miles from Kingston and residents use this centre to access comparison shopping, evening events and other services. Residents may also use Kingston College and Kingston University for further education facilities. The K3 bus travels through Surbiton and Kingston town centre as well as to the hospital, allowing residents access to wider facilities and services. Epsom town centre and Epsom hospital is closer (at less than three miles away) but this is easier via car because there is no direct bus service to Epsom. Guildford town centre is located further south but is accessible via rail and by car using the A3.
- 4.280 Claygate has a number of community facilities located in the Church Road and Elm Road area. The village hall provides a range of activities for all sections of the community and is located next to the Church. Wingham Court specialises in care for younger people and those with dementia. With high percentages of older people in the settlement, the day centre provides services for retired people and offers a full programme of events and activities. A youth club is also active and is located in the Elm Road area. The recreation ground offers space for community sport and leisure. Accessibility to these areas is good with the local bus service stopping in the immediate vicinity. There is no library service in Claygate but residents can access a local library service at Esher using the K3 bus service.

Travel and Transport

Table 115 – Transport Accessibility

Transport	Claygate
Major Roads	None
Rail Services	London Waterloo – Guildford
Bus Services	K3 - Hinchley Wood, Long Ditton, Surbiton Station, Kingston, Kingston Hospital, Kingston Vale and Roehampton Vale K3 - Esher

⁹⁹ Surrey County Council School Organisation Plan January 2018 - https://www.surreycc.gov.uk/data/assets/pdf_file/0006/26169/School-Organisation-Plan-2018-2027.pdf

Table 116 – Household vehicle ownership

Area	All categories: Car or van availability	%	No cars or vans in household	%	1 car or van in household	%	2 cars or vans in household	%	3 cars or vans in household	%	4 or more cars or vans in household	%
England	22063368	100	5691251	25.8	9301776	42.2	5441593	24.7	1203865	5.5	424883	1.9
South East	3555463	100	660,430	18.6	1483911	41.7	1059380	29.8	253552	7.1	98190	2.8
Surrey	455791	100	59,865	13.1	184249	40.4	155920	34.2	39607	8.7	16150	3.5
Elmbridge	52922	100	6,227	11.5	22419	41.4	18142	34	4484	8.9	1650	3.36
Claygate	2788	100	277	9.9	1201	43.1	988	35.4	240	8.6	82	2.9

Table 117 – Mode of transport to work ONS Census 2011

Region	Method of travel to work - All usual residents aged 16-74	Method of travel to work - % working at home	Method of travel to work - % underground metro light rail tram	Method of travel to work - % train	Method of travel to work - % bus minibuses or coach	Method of travel to work - % taxi	Method of travel to work - % motorcycle scooter or moped	Method of travel to work - % driving a car or van	Method of travel to work - % passenger in a car or van	Method of travel to work - % bicycle	Method of travel to work - % on foot	Method of travel to work - % other method
England	38881374	5	4	5	7	1	1	57	5	3	11	1
South East	6274341	7	0	7	4	0	1	61	5	3	11	1

Surrey	817272	8	1	14	3	0	1	59	3	2	9	1
Elmbridge	92027	10	1	21	2	0	1	52	3	3	6	1
Claygate	4908	11	1	25	3	0	1	49	3	2	4	1

Table 118 – Commuting ranges ONS Census 2011

Area	All categories: Distance travelled to work	Less than 2km	2km to less than 5km	5km to less than 10km	10km to less than 20km	20km to less than 30km	30km to less than 40km	40km to less than 60km	60km and over	Work mainly at or from home	Other	Total distance (km)	Average distance (km)
England	25162721	4170138	4627289	4364988	3848064	1439855	642205	586489	773984	2581832	2127877	304789307.8	18611709.7
South East	4,260,723	706,167	688,146	604,950	582,465	301,705	156,951	168,384	169,351	502,584	380,020	56,213,782.7	16.6
Surrey	574,526	75,408	79,849	87,390	87,770	57,517	29,132	20,648	9,614	76,453	50,745	6,969,381.0	15.6
Elmbridge	64,730	6,566	8,453	9,503	9,740	11,703	1,939	587	805	9,879	5,555	749,168.7	15.5
Claygate	3,338	229	377	522	438	838	39	32	38	555	270	40,283.4	16.0

- 4.281 In Claygate, only 9.9% of people do not have access to a car, which is slightly lower than the Elmbridge average at 11.5% and significantly lower than the South East of England percentage at 18.6%. However, whilst car ownership in Claygate is high, people are using more sustainable methods to access work. Some 25% of the working population use the train to get to work and a much lower proportion of the working population 49% choose to drive compared with 59% of the Surrey average. Additionally, 11% of the working population in Claygate are now working from home preventing the need to use any transport type.
- 4.282 There are no major roads running through Claygate but its location allow car users to easily access the A3, A309 and M25 through Esher and neighbouring Kingston upon Thames. Despite the lack of major roads in the settlement, cycling and walking can be difficult as many of the roads are very narrow and have no pavements.
- 4.283 Located centrally, Claygate's train station offers good rail services with a half hourly stopping service between Guildford and London Waterloo. There is only one bus service operating in Claygate, the K3, which runs between Esher, Surbiton and Kingston allowing people to access a much larger shopping centre and Kingston hospital.

Environment

Table 119 - Environmental Features

Feature	Claygate
Site of Nature Conservation Importance (SNCI)	0
Local Nature Reserve	13ha
Green Belt	282ha
Biodiversity Action Plan Habitats	0
Biodiversity Opportunity Area (BOA)	11ha
Conservation Area	Claygate Foley and Claygate Village
Mineral Safeguarding Area	0
Air Quality Management Area (AQMAs)	0
Site of Special Scientific Interest (SSSI)	0
RAMSAR	0

Special Protection Area	0
SANG site	0
Registered Town and Village Greens and Commons	0.14ha
Park or Garden of Specific Interest	0
Flood Zones	2, 3 and 3b
Ancient Woodland	1.5ha
Ancient and Veteran Trees	0
Lowland Fens	0

Natural Environment

- 4.284 Surrounded by Green Belt and with areas of natural green spaces such as Claygate Common, which is Local Nature Reserve and a BOA providing a high-quality natural environment. Despite this, the settlement has the lowest amount of natural green space and is absence of heathland, wetlands and large wooded area. Even though natural green space is limited, there are other sources of green space residents can use such as neighbouring green spaces in Hinchley Wood that can be accessed using Telegraph Hill in Claygate. Other Green Belt land that surrounds the settlement is private farmland bus has public footpaths allowing access to green space.
- 4.285 The River Rythe is located on the western border of Claygate and the immediate area is located in Flood Zone 2, 3 and 3b which does affect some properties in Hare Land and Rythe Road. However, none of the settlement falls in the flood alert area (an area in which the Environment Agency provides residents with flood alerts).

Pollution

- 4.286 Some 25% of the working population use the train to get to work and a much lower proportion of the working population 49% choose to drive compared with the 59% Surrey Average. Additionally, 11% of the working population in Claygate are now working from home. These travel to work methods mean there is less of an environmental impact from the daily commute. There is no main A road in Claygate and it is easier for vehicles to use the A309 than to cute through Claygate to get to Esher. There are no significant air quality management issues that require monitoring. Being largely residential with country roads, there a limited amount of HGVs entering the village, which does reduce pollution.

Historic Environment

- 4.287 There are two conservations areas in Claygate. Claygate Village is located at the Green on the High Street. It extends down to Church Road to include

buildings on the south west side including the listed Holy Trinity Church and several locally listed buildings. Foley Estate is the second conservation area and recognises the quality of architecture in the residential properties. The settlement contains many street trees and hedgerows and has an area of ancient woodland to the north east. Ruxley Tower is the settlement's one landmark.

Conclusion

- 4.288 From the assessment above, it is clear that Claygate is an affluent area with a high-quality environment, good community facilities and excellent transport links to London and the wider strategic network. The statistics show that the current population are highly skilled and wealthy with a large proportion of the population owning their property. The regular train services into London, allows people to access high paid jobs in the city but return to a pleasant environment outside London and the wider urban area. The accessibility of the train station and local shopping centre, located in the heart of the settlement makes Claygate highly sustainable.
- 4.289 This sustainability has attracted families to the area and the rise in birth rates and high child population has put pressure on local schools. The local primary school is at capacity and the village is on the fringes of the catchment area for secondary schools which can cause difficulties when secondary school places are allocated. It is expected that there will be a surplus of school places in ten years' time, but temporary classes maybe needed to be expanded to accommodate demand.
- 4.290 The statistics clearly show that the majority of the population of Claygate are in good health and this indicates that the area provides a good healthy lifestyle for its residents. Levels of bad to very bad health is increasing but is likely because of a high GP ratio to population. Despite needing some additional play space and public park provision, community facilities are and contribute to people's quality of life.
- 4.291 As a result of these qualities, demand to live in Claygate is high and has raised house prices. The high price of property in Claygate excludes a large proportion of people from being able to afford to buy a home or privately rent in the area and this impacting on the young adult population. Whilst the housing mix is good in Claygate, new development has been built generally on smaller sites which means affordable housing provision has been limited. To ensure social sustainability and provide a more attainable housing market, Claygate must deliver more affordable housing.
- 4.292 The growth in older people and young children in this area and the necessity to attract / retain younger adults, means that future development will need to focus on the provision of affordable housing, primary and secondary school places and older people's services in order to ensure Claygate continue to be a prosperous and sustainable place to live.

SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • Viability and vitality of local centre • Accesssibilitiy to train station • Public transport – K3 bus • Strong community facilities • High quality environment 	<ul style="list-style-type: none"> • Over-subscribed primary school • No secondary school • Lack of affordable and low cost housing • Lack of formal play space • No bank or building society
Opportunities	Threats
<ul style="list-style-type: none"> • Improve services young and aging population • Provide extra play space provision • Provision of secondary school • Provision of affordable housing 	<ul style="list-style-type: none"> • More pressures on schools / school places • House prices could prevent people from moving to Claygate • Pressure on services could affect health of the elderly

5. Conclusion

- 5.1 Every conclusion and SWOT analysis for each of the eight settlements of Elmbridge has comparable content, with common strengths, weaknesses, opportunities and threats. They all have similar roles and functions which does make it difficult to devise a hierarchy. Although broad categories and a retail hierarchy have previously been created for the borough¹¹⁴, it does become apparent from the analysis that each settlement's sustainability issues could be difficult to rank and classify.
- 5.2 The eight assessments have shown that in Elmbridge that there is not one settlement that is more sustainable than another. Each settlement has differing sustainability issues. For example, Claygate although considered a village with limited scope for development in the 2011 Core Strategy, is one of the most sustainable settlements in Elmbridge due to its thriving local centre and train station, which unlike other settlements in the borough, it is located in the heart of the community and enables people to travel more sustainably. Another example is Cobham, that although has always had limited public transport, the addition of a community initiatives such as the bus services has provided better access to important services in neighbouring settlements.
- 5.3 Despite different population sizes and areas in hectares, Elmbridge's settlements are very similar in their role and function. As the assessments show they are all mainly residential in use and have some form of shopping facility whether this is the town centre in Walton, district centres in Weybridge, Esher, Molesey and Hersham or local centres in the Dittons, Cobham and Claygate. Despite these differing retail centres, they all have access to vital facilities and services required for any community to thrive.
- 5.4 Every settlement has access to:
- Primary schooling
 - A GP surgery
 - Shops providing day to day needs
 - A community centre
 - One or more train stations with services to London and Guildford
 - Bus services
 - Green spaces, parks, sports fields and open spaces
- 5.5 Although mainly residential in use, nearly all the settlements have strong economic roles with strategic employment land, industrial sites or high-quality office accommodation. Weybridge appears to have the strongest economic role with its prestigious business park and strategic location off the M25. However, local salaries in comparison to house prices and method of travel to work data indicate that many residents in all eight settlements commute out of the borough to work. Elmbridge's strategic location and transport links to

¹¹⁴ Retail Centre Review 2020

London, allows many people to live in Elmbridge while accessing higher paid jobs in the city of London. Its location and associated wealth, has created these common sustainability issues:

- High house prices, lack of affordable and low-cost housing
- Congested roads resulting in pollution from high car ownership
- Demand for school places

5.6 The assessment has shown that every settlement in Elmbridge has an affordable housing issues with limited amounts of affordable housing and low-cost market housing being built across the borough. House prices are continuing to rise, which as the age structure data show is preventing many young people from settling in the borough. Car ownership percentages are high and the use of the car throughout the borough which means AQMA's being exceeded every year.

5.7 Another common issue affecting all the settlement is the demand for school places. The high-quality schools in the borough attract families and this is shown in the age structure data with the percentages of the population at school ages particularly high across all the settlements. The increase in families with school aged children has caused demand across the borough for primary and secondary school places. These high percentages of children also put pressure on health services, and this is apparent particularly in Hersham with its need for an additional GP.

5.8 All of these issues require addressing in order to ensure each settlement of Elmbridge contributes to economically, socially and environmentally sustainable. Many of these issues relate to infrastructure and housing provision which can be resolved through the provision of appropriate development. Since the last Settlement Assessment in 2015 there is continued work to improve road infrastructure such as at the M25 Junction 10 roundabout in Cobham to ease congestion and improve accessibility. In addition, there are improvement to reduce flood risk in Weybridge with the River Thames Scheme and there is improved schooling with two new secondary school in the Walton and Cobham, Oxshott and Stoke D'Abernon settlements.

5.9 Every settlement in Elmbridge has land use constraints and environmental designation to factor in, but it is clear from the assessment that there is no easy way to rank these settlements in terms of which area can take more development than another. However, it is clear from the assessments that future development can be located in any of the settlements of Elmbridge as they all are considered sustainable. Though, common challenges will need to be considered when taking forward future plans.

SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • High quality natural environment 	<ul style="list-style-type: none"> • Lack of affordable and low cost

<ul style="list-style-type: none"> • Rich historic environment • Good local shops for day to day convenience shopping • Access to strategic road network • Train station in every settlement • Access and quantity of green space • Affluent highly qualified local population • Tourism at Hampton Court, Claremont Gardens, Sandown Racecourse, Painshill Park and Brooklands • Community facilities • New schools increasing places in the borough 	<p>market housing</p> <ul style="list-style-type: none"> • High land values • Deprived communities • High car ownership • Traffic congestion • Air pollution and AQMAs being exceeded • Deficiencies in formal child play spaces and parks • Pressure of health services • Lack of smaller, family homes
<p>Opportunities</p>	<p>Threats</p>
<ul style="list-style-type: none"> • Provision of affordable and low-cost market housing • Provide a better mix of housing type • Build of a new secondary school • Reduce car use and improve public transport provision • Improve park quality and quantity where required • Provide formal child play space where required • Tackle social exclusion • Improve services for the young and ageing population • Improvements to M25 Junction 10 • River Thames Scheme to reduce Flood Risk 	<ul style="list-style-type: none"> • Younger adult population will not settle in Elmbridge due to high house prices and lack of affordable housing • Continued use of the car will continue to increase pollution and exceed air quality targets • Congestion will worsen on roads with high car use and ownership • Lack of school places could push families out of the area • Pressure on health services could affect health of population • Lacks of parks, quality of parks and deficiencies in formal child space could impact on community well being • Potential flood risk in settlement areas adjoining the River Thames and its tributaries

6. Appendix 1 – Key for maps



Figure 17. Map of services and designations within the settlements