

DESIGN AND ACCESS STATEMENT



THAKEHAM

LAND WEST OF LOXWOOD ROAD

ALFOLD

FEBRUARY 2021



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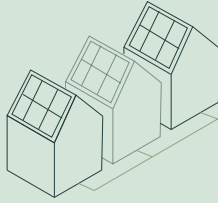
Sustainable Transport



Enhancing
Communities



PV Panels and
EV Charging



Biodiversity
Net Gain



Placemaking
Principles

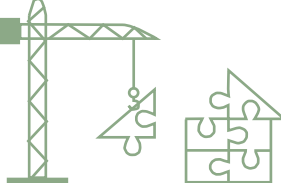


Legacy for
Alfold



Open Green Space


High Quality


Carbon Neutral
Production


Policy Compliant
Affordable Housing


Safety & Security

VISION

Our ambition is to create a highly sustainable and high quality residential development at Land West of Loxwood Road, Alfold.

This landscape-led development is designed around a sequence of attractive green spaces, linked by a tree-lined pedestrian and cycle route. A range of materials and detailing creates a visually impressive and high-quality addition to Alfold, which is both distinctive and responsive to the local character.

The proposed development provides a mix of dwellings, from 1 bed apartments to 4 bed family homes, contributing to much needed housing in the local area.

Sustainability has been a key consideration throughout the design of the scheme, including electric vehicle charging points, photo-voltaic panels and sustainable drainage.

The development proposal includes:

- Demolition of Hollyoak and erection of 99 residential dwellings and associated highway and landscape works, and removal of oak subject to Tree Preservation Order 20/20;
- The provision of 30 affordable homes (30% policy compliant) with the remaining 69 units offered for open market sale;
- Primary vehicular and pedestrian access from Loxwood Road;
- A policy compliant provision of car and cycle parking, including electric vehicle charging points;
- The provision of open space, playspace and Sustainable Urban Drainage Systems; and
- PV panels located across a number of plots, helping to provide a sustainable source of energy.



1. INTRODUCTION

1.1 Site Location

The site comprises 5.91 hectares of land to the west of Loxwood Road, and forms part of the agricultural estate landholding of the Springbok Estate.

The site lies immediately to the west of Alfold Crossways, and borders the existing linear development along Loxwood Road.



2. SITE CONTEXT

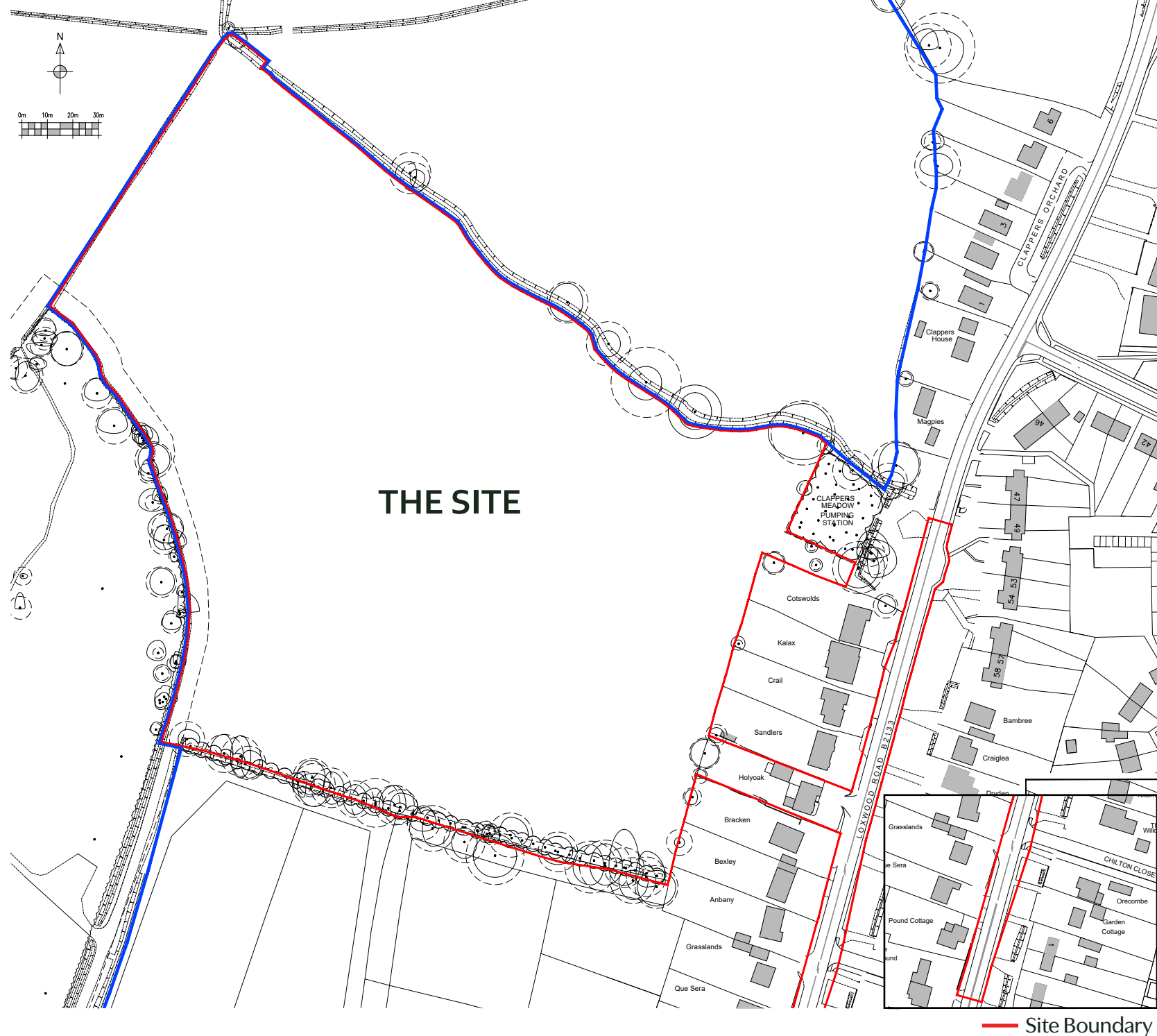
2.1 The Site

The Site predominantly comprises agricultural land (Grade 3b), with the exception of a single property, named Hollyoak, which fronts Loxwood Road. The site boundary includes a portion of Loxwood Road, where infrastructure improvements are proposed.

The site is bounded by existing residential development to the east, residential gardens and undeveloped land to the south, woodland (known as 'Furzefield Copse') to the south-west, a ditch and agricultural land beyond to the north-west, and a wet-ditch and further agricultural land beyond to the north.

The topography of the site is generally flat, with a gradual fall from the high point in the south eastern corner at an elevation of 53.15m AOD to the low point in the north western corner at an elevation of 50.9m AOD.

Land to the rear of Hollyoak includes an oak (T-93) which is subject to Tree Preservation Order (TPO) 20/20.



— Site Boundary

2.2 Landscape Character

The Site lies within the landscape character area WW6: Dunsfold to Pollingfold Wooded Low Weald.

The Site is an arable field, with flat landform and contains some mature trees of good quality interspersed along the north boundary ditch.

Whilst the site and immediate context has an open character, woodland blocks and the settlement edge provide visual containment of the Site from the wider landscape.





3.1 Local Facilities

The Site is located 0.4 miles north of Alfold village, on the edge of Alfold Crossways.

The local facilities within Alfold / Alfold Crossways include a petrol filling station, shop and cafe, a Post Office and convenience store.

There is a business centre providing some employment uses, a small number of restaurants/public houses, a veterinary surgery, a sports and social club, a recreation ground with equipped play area, a golf and country club and a church.

Transport & Connectivity

Highway Network

The application site fronts onto and includes a portion of the B2133 Loxwood Road which runs north-south connecting Alfold with Loxwood.

To the north-east of the site is the A281 (Alfold By-Pass / Horsham Road) which connects Horsham (c.7.4miles to the south east of the site) to Guildford (c.8.6 miles to the north of the site).

Public Transport

Alfold Crossways is served by bus services 42 and 69, which connect Alfold to Cranleigh, Pulborough and Guildford

Walking and Cycling

The site is within walking distance to Alfold's local services and amenities, including two bus stops, shops and cafés, the Alfold Sports Club, and post office.



0.1 miles -
Bus Stop



0.2 miles -
Shops & Cafés



0.2 miles -
Sports Club



0.4 miles -
Petrol Station

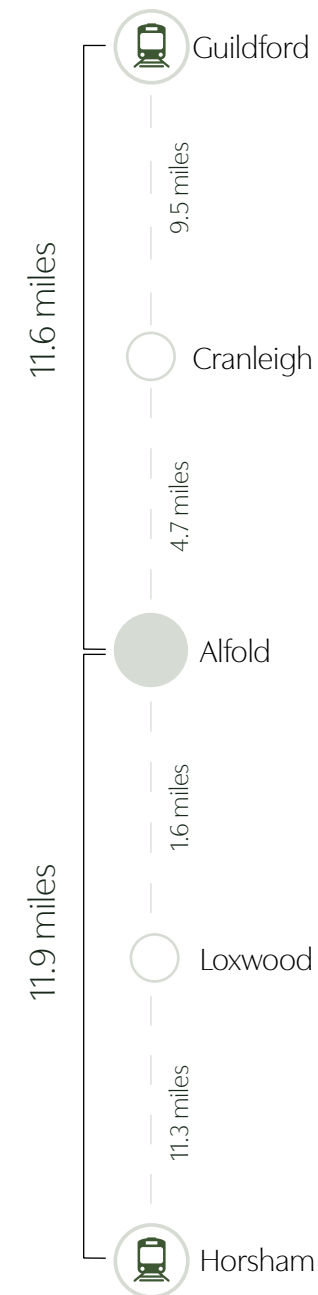
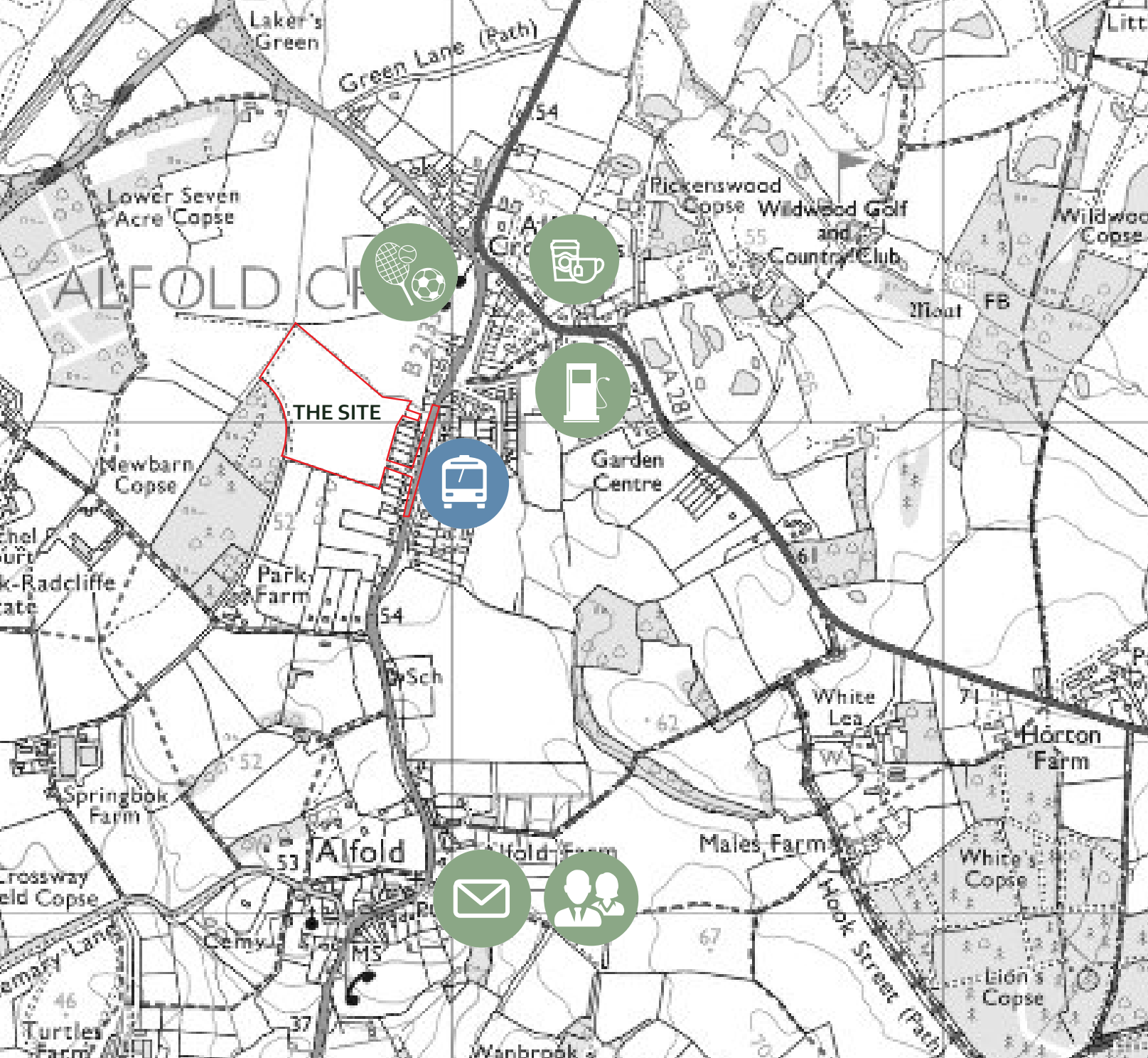


0.6miles -
Post Office



0.6miles -
Business Park





3 . S U R R O U N D I N G C O N T E X T

3.2 Surrounding Character

The existing architectural character of Alfold is quite varied due to the organic growth of the village over time.

Many older dwellings within the immediate vicinity of the site are typical of a rural Surrey / Sussex border village, with a predominantly traditional vernacular which is reflected in our proposals and also within some more recent developments.

Alfold village itself has a number of listed buildings and character cottages, whilst Alfold Crossways has a higher proportion of post-war housing.

A number of recent developments including Sweeters Field just to the south of the application site utilises widely-used local features including tile hanging, weatherboarding, glazing bars, chimneys, brick heads & cills and small gables framing windows.





3.3 Surrounding Architectural Features



Boundary Treatments

Reflective of the local area, hedgerows are used to create enclosure to properties, and offer a softer edge reflective of the rural character. Ornamental shrub planting is also commonly utilised to demarcate plot boundaries.



Materials

The local palette is traditional and dominated in red or brown hues, with occasional use of use of black boarding and dark roof tiles. Where brick elevations are used, vertical tile hanging is often utilised to break up the elevation.



Windows / Doors

Predominantly white windows are evident in the area, displaying traditional casement proportions. Front doors are generally traditional in style, in a variety of colours.



Roof Forms

Carefully designed roof forms help to ensure the massing of the built form is appropriate to its setting. Front-to-back pitched roofs are commonplace, with gables of a steeper pitch used to punctuate the street scene, and smaller gables above first floor windows utilised on key plots to further-reflect the architectural character of Alföld.



Details

Brick detailing is evident both as decorative bands beneath hanging tiles, and in the treatment of window heads / cills. Chimneys are also a common feature, often seen on more prominent buildings around the village. Entrance canopies are varied in design, but often utilise gallows brackets and timber posts.



Colour Palette

The palette of colours across the area shows a variety of red and brown hues, lighter shades are complimented with darker tones. Weather boarding is most commonly black or off-black, a consistent feature of Alföld.

4.1 Planning History & Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan for Waverley Borough Council comprises:

- The Local Plan Part 1: Strategic Policies and Sites (adopted Feb 2018); and
- Local Plan (adopted 2002) (Retained Policies) (See Appendix B of the LPP1 which outlines the saved policies)

Planning Policy Guidance includes:

- The National Planning Policy Framework (2019)
- Planning Practice Guidance (2019)
- Waverley Borough Council Parking Guidelines (adopted 2013)
- 'SPG on Density and Size of Dwellings: Policy H4 in the Waverley Local Plan 2002' (adopted 2003)
- 'Surrey Design' SPG (adopted 2002)
- Design of Playspace in New Development (saved policies of the Local Plan 2002)
- Requirements for Refuse and Recycling Provision at New Developments (not dated)
- Planning Infrastructure Contributions SPD (2008)
- Emerging Local Plan Part 2: Site Allocations and Development Management Policies (Reg 19 stage – will be published as Draft in November - December 2020)
- Waverley Borough Cycling Plan SPD (2005)
- Tree Guidelines (adopted 2012, updated 2018)
- Alfold Rural Initiative (1999)

The emerging Waverley Borough Council 'Local Plan Part 2: Site Allocations and Development Management Policies' will form the second stage of Waverley's new Local Plan. Together with LPP1, this document will replace the 2002 Local Plan.

However, as the draft LPP2 is yet to undergo examination by a Planning Inspector, its policies currently carry limited weight only in decision making. LPP2 is anticipated to be adopted c.Q4 2021.

Please refer to the Planning, Heritage and Affordable Housing Statement for further details on the planning policy context.

Planning History

The Site had previously formed part of a larger application site, which occupied a greater portion of the Springbok Estate. This larger proposed development site was the subject of two refused planning applications and a dismissed planning appeal:

- Hybrid Planning Application (WA/2015/1381) was refused on 30 June 2016 for a major residential-led mixed use development, including the erection of 400 dwellings.
- The subsequent Planning Appeal (APP/R3650/W/16/3155714) was dismissed on 1 December 2017.
- A revised Hybrid Planning Application (WA/2017/0360) was submitted, though was refused on 17 July 2017.

Please refer to the Planning, Heritage and Affordable Housing Statement for further details on the planning history of the site.

5 . DESIGN FRAMEWORK

5.1 Design Principles

Thakeham design with core principles to deliver developments to be proud of, not only for future residents, but as a legacy for the whole community. The following eight design principles will underpin the development proposals:

Placemaking

A development which places as much importance on the space between buildings as the buildings themselves.

Local Vernacular

Buildings that reflect the best in local architecture from materials which are prevalent locally.

Connectivity

A place where everyone finds it easy to get around, with good accessibility to local facilities.

Character & Identity

A place that is memorable and engaging, but integrates with its surroundings.

High Quality Development

A neighbourhood with well-designed streets, landscaping and homes.

Sustainability

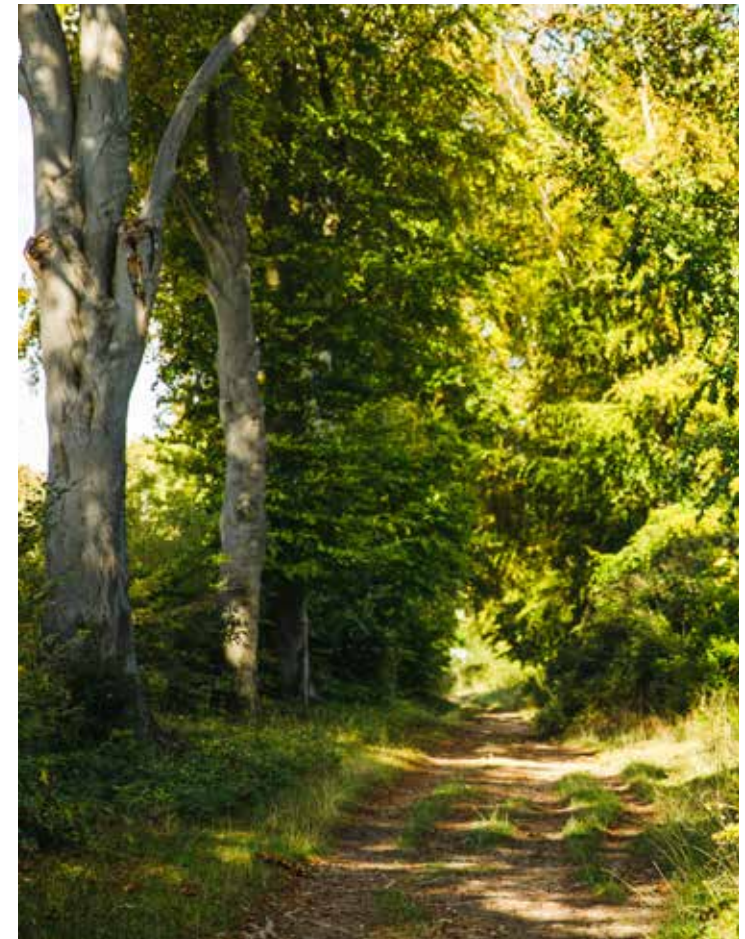
A development which encourages sustainable living through resource efficiency and sustainable transport options.

Landscaping

A development which enhances the existing landscape and biodiversity to define attractive spaces.

Safety & Security

A place that feels safe at all times with carefully lit streets and spaces.



5 . D E S I G N F R A M E W O R K

5.2 Landscape Constraints and Opportunities

The scheme has been designed with a landscape-led approach. Thakeham consulted The Landscape Collective to appraise the site, who highlighted a number of key views and potential green links via areas of landscaping at the entrance, centre and north-west of the site.

These opportunities and constraints informed the Site Layout and help to address a number of Thakeham's Design Principles.



KEY:

	Key middle range- distant views		Amenity space
	Enclosure by vegetation		Ecological corridor
	Filtered by vegetation		Entrance green
	Potential sensitive open view - residents		Linear green space or 'common'
	Potential glimpsed sensitive views- residents		Orchard
	Positive landmark building		Positive view of green space from development
	Recreation Ground		Informal rural edge with visual breaks in vegetation
			Key pedestrian / cycle route
			Visual break in built development

5. DESIGN FRAMEWORK

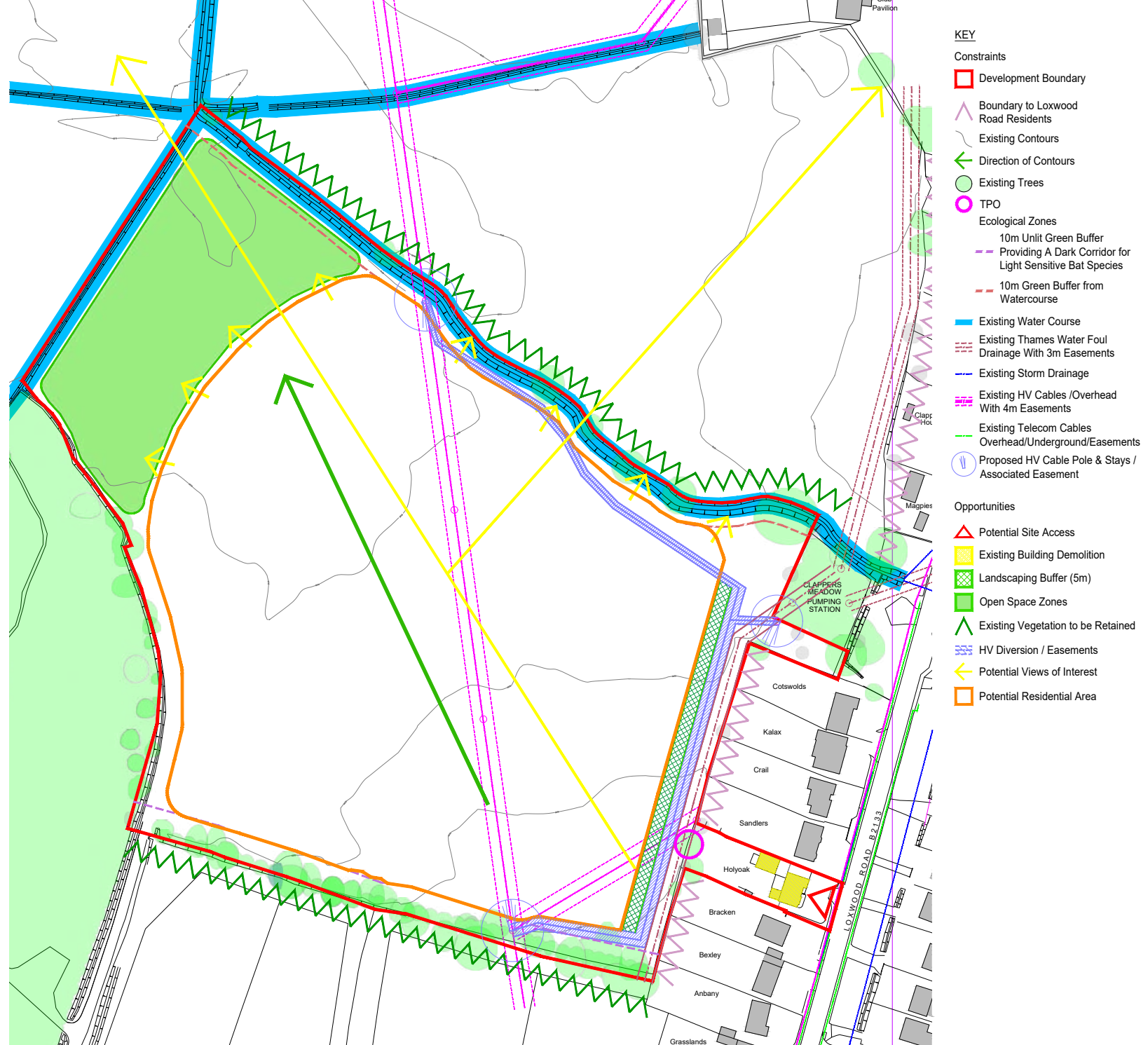
5.3 Additional Constraints and Opportunities

A combination of site analysis, and a series of technical studies, have identified a number of constraints which need to be considered in the scheme as follows:

- Existing high-quality trees along the southern, western and northern boundaries.
- Oak Tree (T-93) at rear of Hollyoak subject to TPO 20/20.
- Existing ditch along the northern and north-western boundaries.
- Existing services running across site.
- Ecological constraints.

The site offers a number of opportunities, identified as follows:

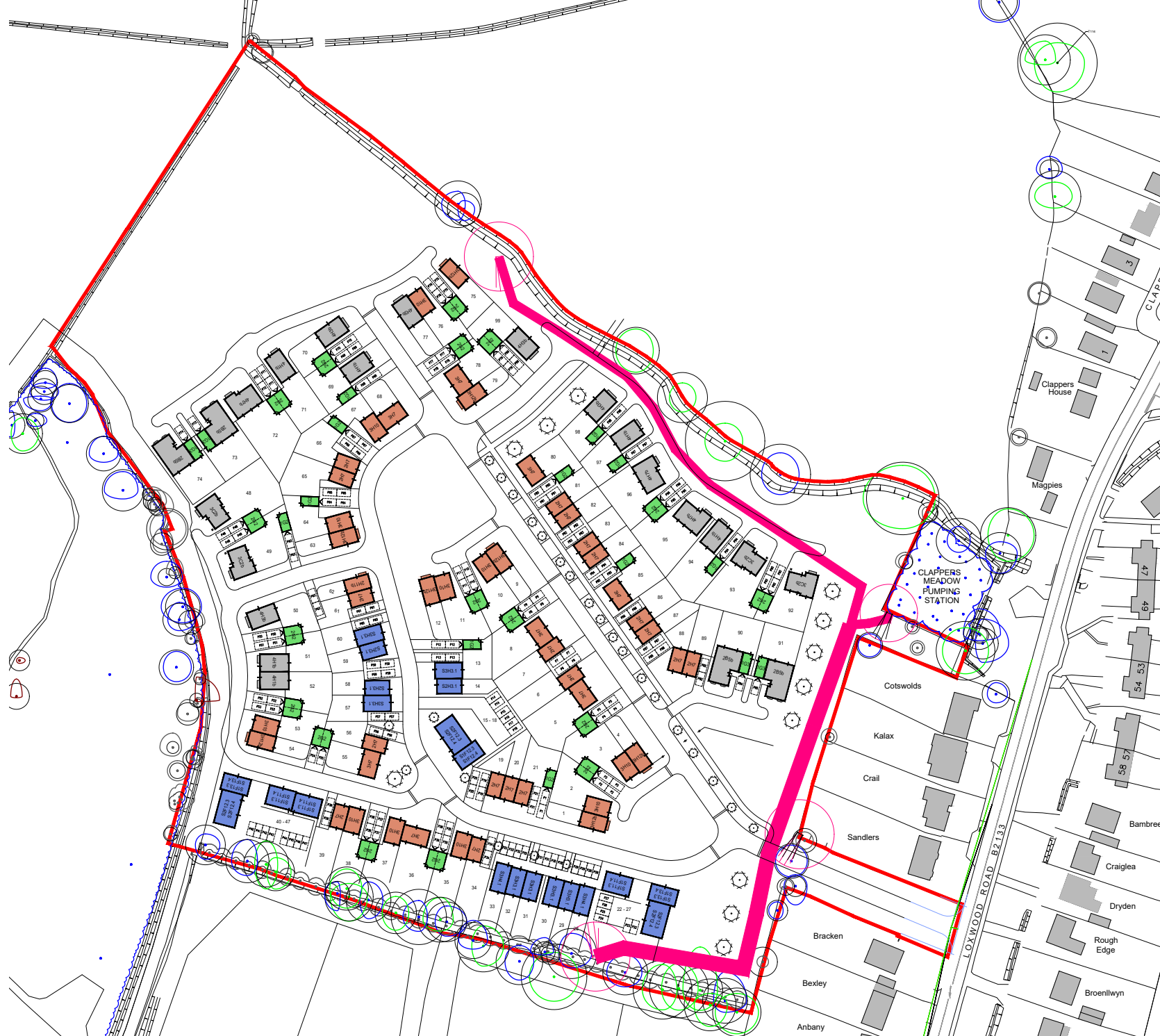
- Retention of existing trees providing an attractive outlook and ecology habitat.
- Provision of green space to the north-west of the site.
- Enhancement of existing landscaping.
- Diversion of services around site perimeter.
- Demolition of Hollyoak and potential vehicular and pedestrian access onto Loxwood Road.
- Views out towards the Surrey Hills and Alfold Recreation Ground.



6.1 Draft Site Layout 1

Draft Site Layout 1 sought to implement the landscape opportunities as identified in the Design Framework. This helped to inform the layout that was presented to Waverley Borough Council at Pre-app on 5th August 2020.

- Series of landscaped greens at the entrance, centre and north-west of the site offering recreation space for local residents and an attractive outlook.
- Retention of key views through the site, including from the entrance to the Surrey Hills and from the central green to the recreation ground.
- Tree-lined pedestrian route linking the entrance green to the open space in the north-west of the site, via the central green.
- Dwellings pulled back into the site from the north-west edge, enlarging the amount of open space in this area.
- Dwellings facing outwards onto the majority of boundaries to increase the amount of active frontage and improve outlook.
- Dwellings moved off of the eastern boundary to reduce the visual impact of the development when viewed from Loxwood Road.



6.2 Draft Site Layout 2

Draft Site Layout 2 developed the scheme in further detail, responding to technical design inputs and feedback from the pre-app meeting with Waverley Borough Council. The layout was presented again to WBC at a Design Workshop on 26th August 2020.

- Entrance green redesigned to create a stronger sense of enclosure and to create a greater sense of place upon arrival to the development.
- Primary vehicular route realigned to improve the form of the entrance green whilst retaining key views through the site.
- Tree-lined route widened to allow for enhanced landscaping, including sustainable drainage to one side of the road. Path widened to allow for shared pedestrian / cycle movement.
- Development pulled even further away from north-western boundary and area of landscaping further enhanced with LEAP and attenuation basin.
- Parking improved with no allocated on-street parking on the site.
- Pedestrian walkway added to eastern boundary and dwellings obscured from Loxwood Road with landscaping.



6.3 Application Layout

Whilst the general layout principles have remained the same, refinements have been made to respond to comments made by Waverley Borough Council following the Design Workshop held in August. Through feedback from these discussions, the dwellings on the eastern edge of the site have been reorientated to face outwards, providing a better outlook and response to the wider area.

Further consideration of levels and build-ability, as well as other technical inputs such as access to dwellings and rear gardens, refuse collection and cycle storage strategies have also informed the development of the layout. All of these factors play an important role in the success of the place.

The Proposal:

- Demolition of Hollyoak and erection of 99 residential dwellings and associated highway and landscape works, and removal of oak subject to Tree Preservation Order 20/20;
- The provision of 30 affordable homes (30% policy compliant) with the remaining 69 units offered for open market sale;
- Primary vehicular and pedestrian access from Loxwood Road;
- A policy compliant provision of car and cycle parking including electric vehicle charging points ; and
- The provision of open space, locally equipped playspace and Sustainable Urban Drainage Systems.

1 Entrance Green

Varied building frontage around the entrance green helps to create a strong sense of arrival. Features and materials inspired by the local area ensure the proposed development responds to the character of the existing village whilst strong landscaping helps to create an attractive green space for Alfold's residents to enjoy.

2 The Avenue

A tree-lined avenue and pedestrian / cycle route fronted by a more-formal series of semi-detached and detached houses links the Entrance Green to another pocket green in the centre of the development.

From here, views to the large open space in the northwest corner of the site and beyond to the Surrey Hills are maintained. Sustainable drainage features running the length of The Avenue further reinforce the scheme's landscape-led approach and green credentials.

3 Rural Fringe

A large area of open space comprising a LEAP, attenuation basin and enhanced tree planting and landscaping in the north-west corner of the site helps to soften views of the development from afar and provides another large green space for residents to enjoy.

On the north-east, north-west and south-west boundaries of the site, larger detached and semi-detached houses accessed by private drives front onto areas of open space, helping to provide overlooking and an attractive rural edge to the development

4 Central Green

An attractive pocket green fronted by detached and semi-detached houses forms the centre of the site and acts as the focal point of a number of key vistas. The green features a LAP and provides views towards the recreation ground to the north-east.

5 Southern Edge

Development along the Southern Edge has been pulled northwards with strong existing landscaping along the boundary bolstered and fences set inbound to enhance the ecological corridor.



“A development which places as much importance on the space between buildings as the buildings themselves. A place where people will aspire to live; with well designed streets and homes which will stand the test of time.





Illustrative view of Rural Fringe, looking north across the LEAP.

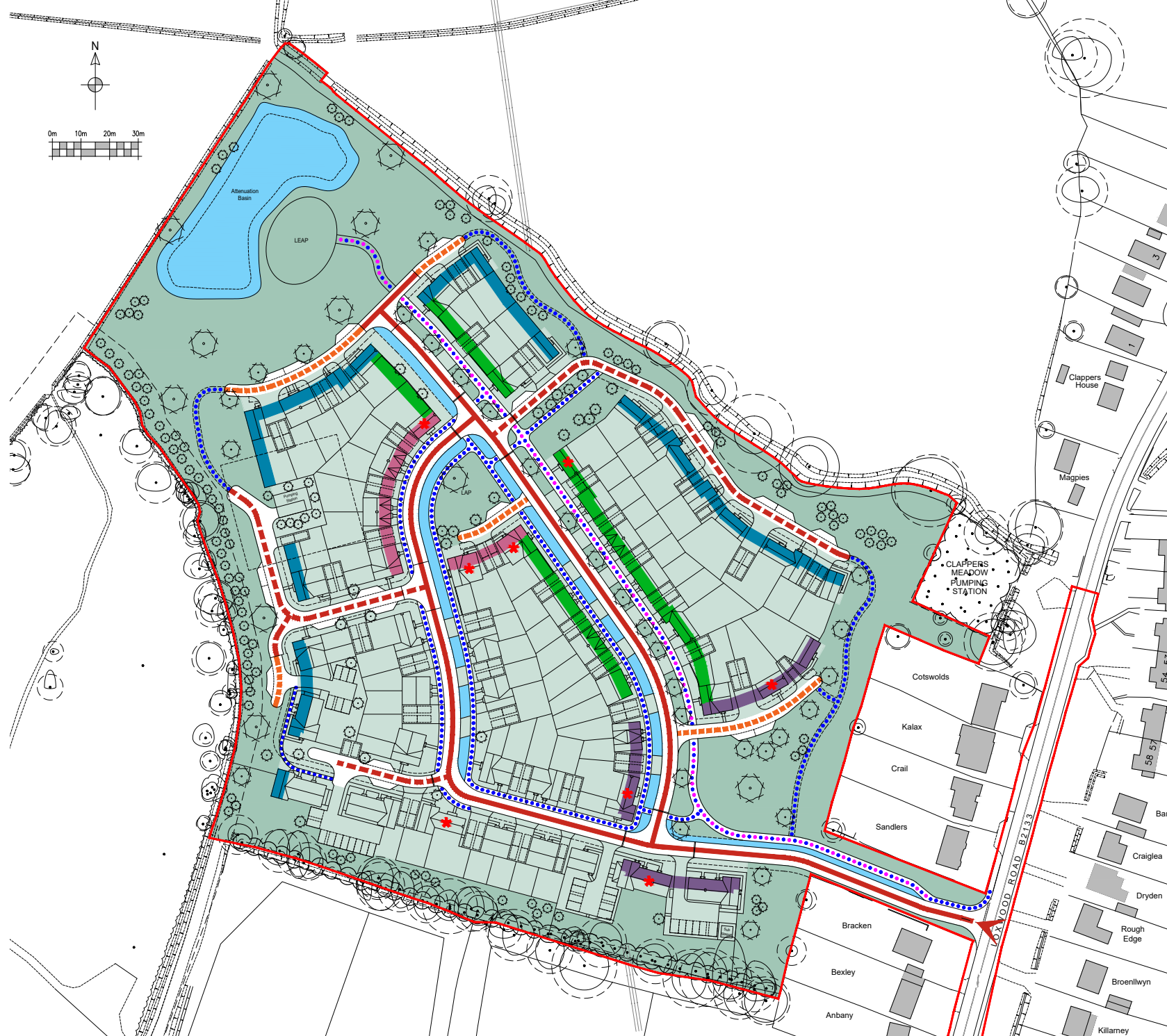
7. DEVELOPMENT STRATEGY

7.1 Urban Form

- Entrance Green
- The Avenue
- Rural Fringe
- Central Green

KEY

- Development Blocks
- Green Space
- SuDS Feature
- Site Access
- Primary Road
- Secondary Road
- Private Drive
- Pedestrian Route
- Pedestrian & Cycle Route
- Focal Building



7.2 Development Mix

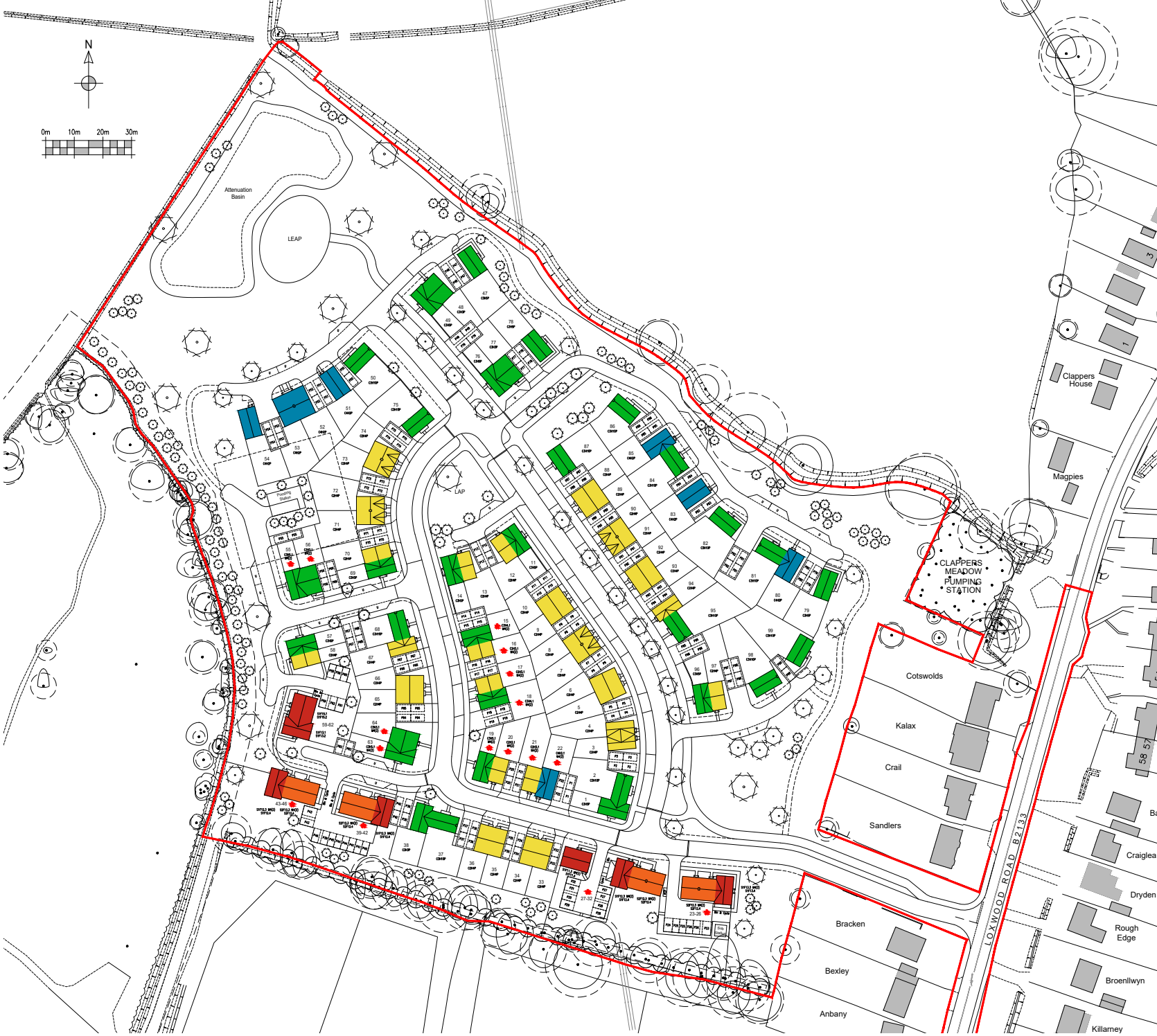
The proposed development will help meet the needs of a variety of different groups within the community, delivering both private and affordable homes.

The mix of dwellings includes a range of apartments and houses to respond to the needs of the district, with local residents expressing a particular desire for smaller houses within the area.

Private	No. Dwellings
1 Bed Apartment	4
2 Bed House	31
3 Bed House	27
4 Bed House	7
Total	69
Affordable	No. Dwellings
1 Bed Apartment	10
2 Bed Apartment	8
2 Bed House	4
3 Bed House	7
4 Bed House	1
Total	30
Total (All Dwellings)	99

Gross Density: 17.5 DPH

- KEY
- 1 Bedroom Apartment
 - 2 Bedroom Apartment
 - 2 Bedroom House
 - 3 Bedroom House
 - 4 Bedroom House
 - Affordable Housing



7. DEVELOPMENT STRATEGY

7.3 Affordable Housing

Affordable housing is to be provided in accordance with local authority requirements. In total, 30 of the 99 dwellings are policy compliant affordable homes making up 30% of the development.

The affordable dwellings comprise:

- 1 bedroom apartments
- 2 bedroom apartments and houses
- 3 bedroom houses
- 4 bedroom house

Affordable dwellings have been located throughout the development to ensure that they are well integrated within the overall scheme. All dwellings have generous policy compliant amenity space.

KEY

- Private
- Affordable Shared Ownership
- Affordable Rented



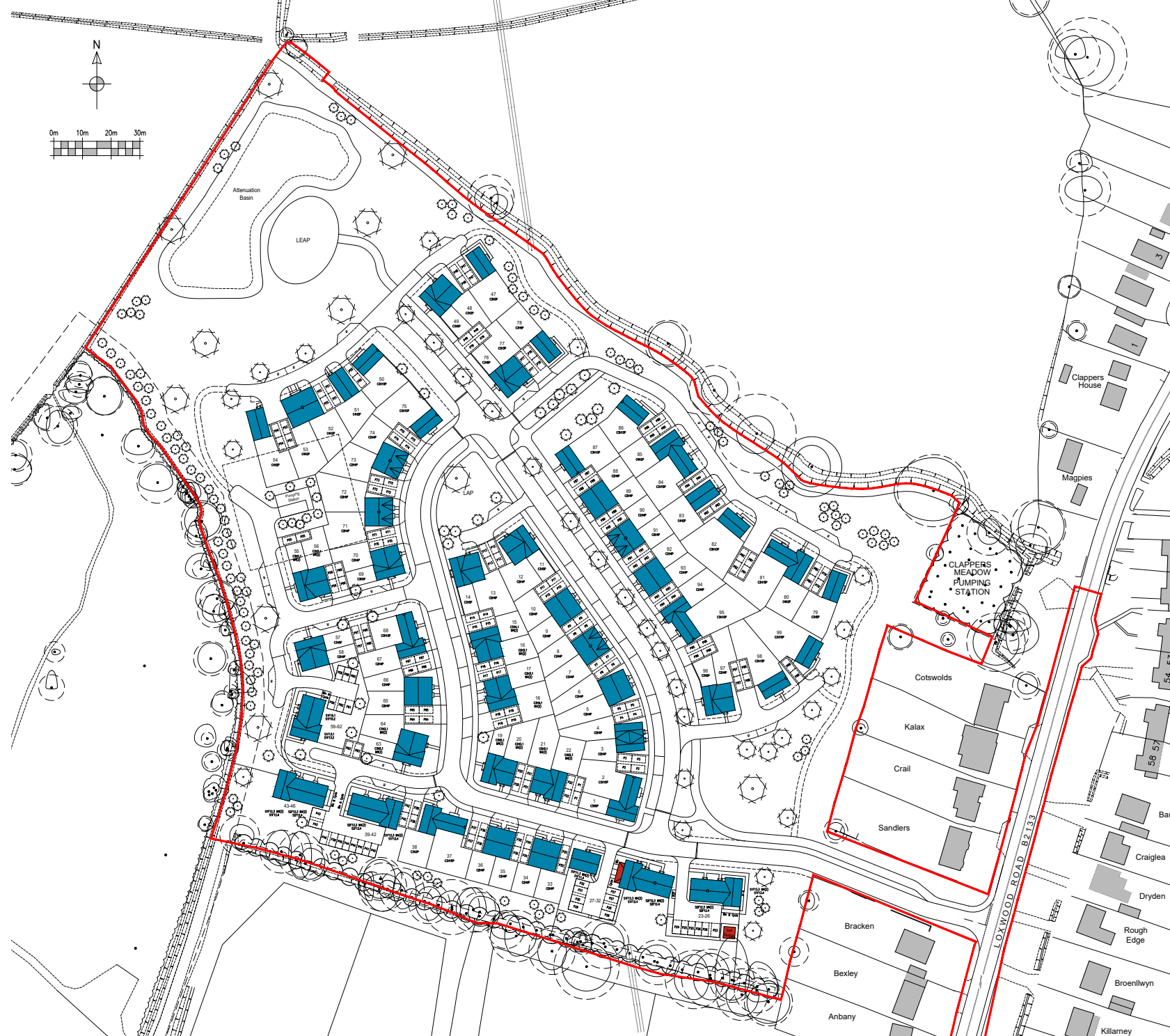
7. DEVELOPMENT STRATEGY

7.4 Building Heights

Building heights are limited to a maximum of two-storeys to ensure the development retains the scale and character of the local area.

KEY

- 1 Storey
- 2 Storey



8 . ARCHITECTURAL STRATEGY

8.1 External Materials

The proposed materials palette is sympathetic to the local vernacular, with proposed materials including red/multi brick, hanging tile and weather boarding, (indicative photos of materials palette shown below).

The materials have been selected to ensure the creation of a high-quality development, that integrates positively into its surroundings.



- KEY
- Brick Type 1
 - Brick Type 2
 - Roof Tile 1
 - Roof Tile 2
 - Hanging Tiles
 - Weather Boarding
 - Chimney



8 . ARCHITECTURAL STRATEGY



Street Scene A



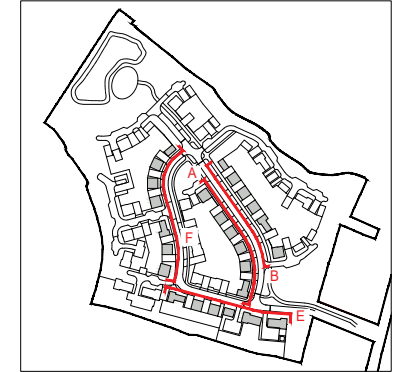
Street Scene B



Street Scene C



Street Scene D



8.2 Design Rationale

The proposed street scenes demonstrate how the development will respond to and enhance the local architectural character, helping to create a visually impressive and high-quality scheme. Elevations are traditional in style, with features inspired by the character appraisal on page 14 and 15, following a number of local precedent studies.

A variety of housing types, details and elevational treatments help to embrace the rural character of the area whilst giving the development its own identity, in part owing to its strong landscape-led approach. As a local developer, Thakeham understands that responding to the local vernacular is of paramount importance in creating a sense of place.

8.3 Design Detail

Detailing

- Half-height vertical tile hanging has often been utilised to provide interest to key buildings



Roof Forms

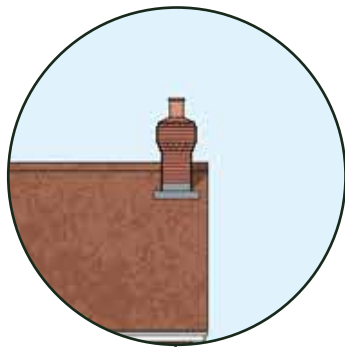
- Front to back pitched roofs are complemented by steeper-pitched gables addressing the street scene. Hipped roofs are incorporated where appropriate to soften the built form





Chimneys

Chimneys have been provided to a number of dwellings as this is a common feature of the area



Entrance Canopies

- Entrance canopy detailing is varied and sympathetic to the local context





Glazing Styles

- A variety of glazing styles including cross and horizontal glazing bars





Weatherboard

- Weatherboard has been used on key buildings, providing interest through the site

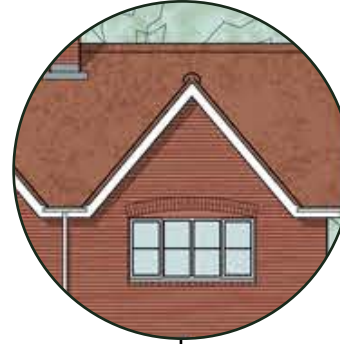




Heads and Cills

- Segmental brick arch heads and projecting brick cills provide interest to elevations





Gable Features

- Gable features addressing the street scene provide interest through the site and respond to the surrounding architectural character



9.1 Access and Movement

Site Access

A new vehicular access is proposed to be created through the existing plot of Hollyoak, to connect the site to the Loxwood Road (B2133), with a priority junction arrangement.

The access is proposed to be 5.5m wide with 8m kerb radii on both sides to allow for the swept path of refuse vehicles and other heavy goods vehicles (HGV).

With regards to pedestrian and cycle access, a 3m wide shared footway/cycleway is proposed on the northern side of the vehicular access.

Parking

The proposed development is supported by 205 car parking spaces, 86 electric vehicle charging points, and 141 cycle spaces.

Traffic Impact

As stated in the Transport Assessment, the proposed development could generate 60 two-way vehicle trips in the AM Peak and 66 two-way vehicle trips in the PM Peak.

The number of daily vehicle trips generated by the proposed development and the movements during the AM and PM peak traffic hours would have a negligible impact upon the local road network in terms of highway capacity and safety.

The proposed site access junction has been modelled and is shown to operate well below practical capacity.

Off-site Works

The proposal includes the relocation and enhancement to the two existing Chilton Close bus stops. These works would include provision of a bus shelter, flag, pole and timetable.

The proposed development would also be supported by a s106 contribution towards a Demand Responsive Bus Service (DRBS) to Cranleigh which would enhance public transport access to/ from the Site.

Community Safety

The proposals seek to create a safe environment, designed around established urban design principles. The following section demonstrates how the design delivers safety and reduces opportunities for crime.

Structure

The proposals provide a legible form, whereby all streets and open spaces are overlooked by active frontage. Dwellings on street corners, or dwellings with a side elevation facing open spaces have been designed to have windows or other elevation features to ensure there are no blank facades facing onto the public realm.

Surveillance

All open spaces, parking areas and streets are overlooked by development. Where garden boundaries face onto the street adjacent or surrounding development provides natural surveillance of these spaces.

Ownership

Boundaries are clearly de-marked across the site and are defined by a range of built form and landscape treatments.

Activity

All principal access points into homes are from front doors that address the streets and open spaces. Activity on the site is to occur within the open space and public areas that are overlooked by surrounding development.

Management and Maintenance

Areas of open space are an integral component of the development and will need to be maintained to a high standard. It is proposed that these areas will be placed within a management company to ensure regular maintenance.

9. ACCESS & MOVEMENT

9.2 Parking Provision Plan

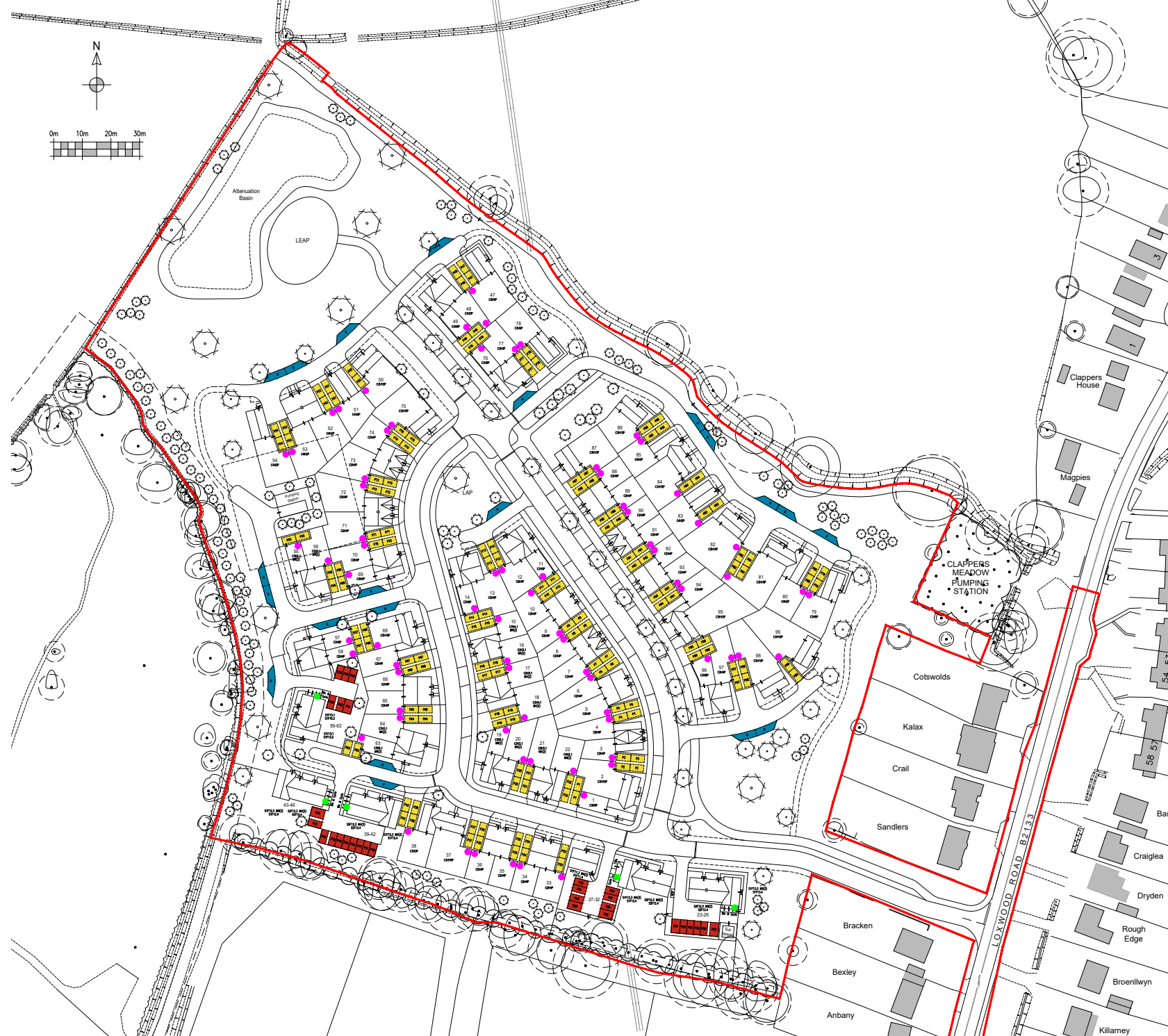
The scheme has been designed to offer driveway parking to the vast majority of plots across both private and affordable tenures. A small number of parking courts have been utilised to provide parking to apartments, though these are screened from the street scene. This approach offers a convenient solution to car parking whilst minimising the impact of the car on the character of the scheme.

The proposed scheme meets WBC's required Parking Standards (2013), with a number of unallocated spaces distributed evenly across the site to meet the needs of visitors and occupiers with multiple cars.

Cycle storage is proposed in-line with WBC's requirements and is located in secure private or communal stores.

KEY

- Allocated Spaced
- 154 Driveway Spaces
- 30 Parking Court Spaces
-
- 184 Allocated Spaces
- 21 Unallocated Spaces
-
- 205 Total Spaces
-
- Secure Cycle Storage*
- Communal Cycle Store
- *Locations Are Indicative






9. ACCESS & MOVEMENT

9.3 Refuse Collection

For all the houses, refuse and recycling bins will be stored within appropriately designed areas in the back gardens, limiting the amount of time they will be present in the street scene. All houses are provided with secure, gated access to their back garden. On collection day this will allow householders to move their bins from the back garden to the kerb side collection point at the front or side of their home without passing through the home.

Refuse and recycling storage for flats will be provided in stand-alone, purpose built communal structures, and will be convenient for the residents to access. Swept path analysis has been carried out to confirm that the streets are suitable to accommodate the size of vehicle used by the local waste authority.

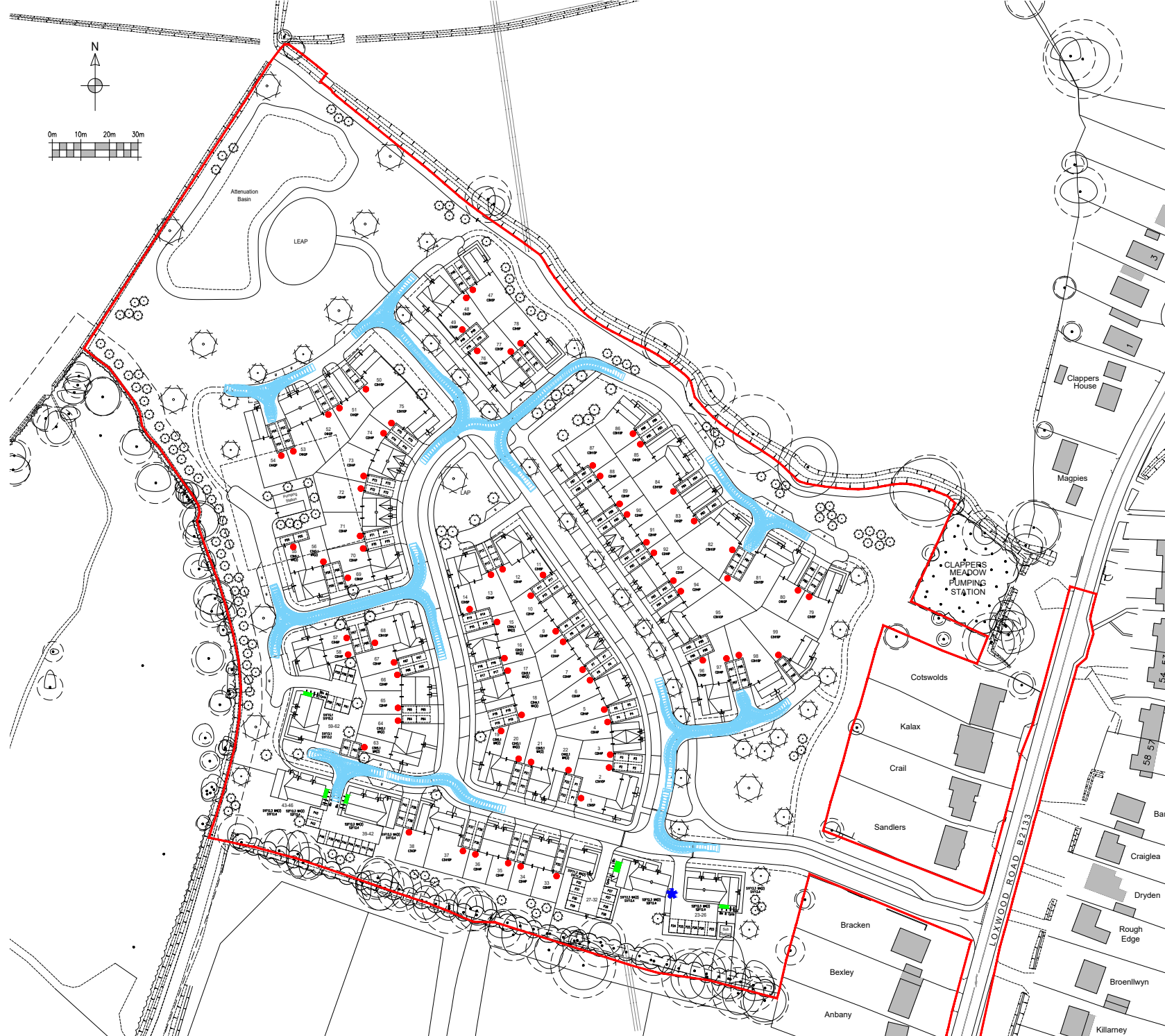
KEY

-  Communal Refuse Store
-  Refuse Storage Area
-  Refuse Collection Point

Blue hatch denotes refuse vehicle turning space - see Transport Assessment for details.

9.4 Lighting Strategy

The lighting strategy incorporates low-level bollard lighting in parking courts only, meaning the majority of the development will remain unlit.



10. LANDSCAPE
STRATEGY

10.1 Drainage Strategy

Surface water runoff will be managed via a restricted discharge to the boundary watercourse. The discharge rate will be restricted to the mean annual greenfield rate (QBAR).

Attenuation will be provided in a single strategic basin in the north-west of the site. The proposed basin is 1.2 m deep, with a design water depth of 1.0 m, and 1 in 3 side slopes.

Attenuation will be provided in order to manage the 1 in 100 annual probability storm inclusive of 40% climate change allowance. The surface water management scheme has been tested using a larger impermeable catchment (a 10 % increase) in order to confirm that it is able to manage urban creep.

The proposed upstream conveyance network comprises SUDS planters/swales and permeably surfaced driveways.

10.2 Utilities

As demonstrated in the submitted Infrastructure Statement, there are no issues with the development being provided with electricity, water and drainage services.



10.3 Landscape Proposal

The landscape strategy has evolved to respond to the landscape constraints of the site, to create a strong visual relationship between the development and surrounding countryside and to provide mitigation for effects on landscape character and visual amenity as identified in the Landscape and Visual Appraisal (LVA).

A key objective for the site layout is the creation of a strong visual connection between the new development and the surrounding countryside and existing community at Alfold Crossways to make the new development rooted in its context.

A long vista is created through the development from the entrance to the new public open space (POS) north-west of the Site. From the access road at the east end of the development, views will open up across greenspace towards a tree-lined avenue, leading the eye along the vista through the development, to the greenspace in the distance, with the rural landscape glimpsed beyond.

A second vista is created from the central POS looking northwards across fields towards Alfold Sports Ground. Large canopy trees, such as oak, are strategically placed as visual anchors, to highlight key vistas through the development and form focal features in greenspace.

Trees and planting define garden frontages to reinforce the road hierarchy, where the avenue trees and garden hedges define the primary route and informal tree groups and ornamental planting define the minor roads.

The proposals work with existing site features and landscape constraints. The development is located wholly within the extents of the agricultural fields, retaining the existing boundaries to the Site and existing landscape pattern of the tree-lined ditches and wooded boundaries. These features form part of the wider landscape framework that contributes to the landscape character of the area and its visual context.

The larger POS to the north west of the Site will create a soft landscape buffer between the development and the rural edge, mitigating effects on surrounding landscape character. This wide landscape buffer offsets built development by 62-90 metres from the north west boundary.

Hedgerow and tree planting will soften views and where mid-range views are possible towards the Site from the public footpath to the north-west, built development will be visually contained by the settlement edge and Furzefield Copse, thus limiting any perceived encroachment into the open countryside.

The character of the POS will transition from amenity grass and parkland at the development edge, to meadow and naturalistic greenspace at the rural edge. The central smaller POS will have a more formal village green character with a large canopy tree to form a focal feature.

The layout has been carefully designed so that, with the exception of three trees that will need to be removed, including an oak (T-93) which is subject to TPO 20/20, to accommodate the new access road, all existing trees on the Site will be retained and protected as part of the proposals.

Generous landscape buffers are proposed to protect the wooded boundaries and their habitats and these areas will include landscape typologies and locally appropriate species that are characteristic of the local landscape.

A wide buffer of 8 – 22 metres will be provided to the north boundary to protect the wet ditch and tree line. This corridor will become an ecological corridor with natural grassland or meadow areas, supplemented with groups of native trees.

A 'landscape-led' approach has been taken to the sustainable drainage scheme including planted filter strips and attenuation basin that will support a range of wet meadow species. Flat-topped filter drains are proposed alongside the central and secondary access roads and will be seeded with a wet meadow mix.

The section of filter drain near the Loxwood Road entrance will be planted to further enhance the entrance, with a range of shrubs and herbaceous species that can tolerate a range of conditions.

The development will incorporate new opportunities for play, including a Local Equipped Area for Play (LEAP) in the larger north western POS with potential to include natural play features and Local Area for Play will be located in the central POS.

A new connected path network of formal and informal paths will be created across the Site to encourage walking and cycling.

A new pumping station will be constructed to the west of the site and will be screened with shrubs and small trees. The existing high voltage power line will be diverted.







The form of the proposed development is intended to be reflective of the existing pattern of settlement and development in the vicinity of the site. The proposed development will be closely related to the existing residential properties on Loxwood Road whilst providing generous landscape buffers between the proposed development and existing properties.

The proposed development incorporates a comparable density to the surrounding context. Variances in elevational detail relates to the built form in the surrounding area. The proposed buildings will be specified with materials that are appropriate for the local vernacular. To reinforce and enhance the retained landscape resource on the site, a comprehensive soft landscape scheme is proposed.



















A landscape buffer of c. 22-40 metres will be created to the east of the site to mitigate potential views from residents on Loxwood Road.

GENERAL NOTES:
 1. Do not scale from this drawing.
 2. Drawing is for the intended purpose as stated in the status box of the title block.
 3. HCUK accept no liability arising from any variation to this drawing without prior approval obtained.
 4. Check all dimensions on site.
 5. Report any discrepancies and omissions to HCUK Ltd.
 6. This drawing is copyright.

KEY - HARD LANDSCAPE

-  Tarmac
-  Block Paving - Type 1
-  Porous Block Paving - Type 2
-  Grass safety surfacing to LEAP
-  Reinforced grass
-  Concrete slab paving

KEY - SOFT LANDSCAPE

-  Existing tree retained
-  Proposed Street Tree - Medium Canopy Extra Heavy Standard (EHS)
-  Proposed Street Tree - Fastigate Canopy Extra Heavy Standard (EHS)
-  Proposed Tree - Large Canopy native species Extra Heavy Standard (EHS)
-  Proposed Tree - native species Feathered
-  Ornamental Planting - Garden
-  Ornamental Planting - Public Realm
-  Native Shrub Planting
-  Native Hedgerow
-  Garden Hedge
-  Planted Filter Strip - Ornamental mix herbaceous/ shrubs/ bulbs for periodically wetter conditions
-  Basic General Purpose Meadow Mix EM1
-  Meadow Mix Wetland EM8
-  Semi-shade hedgerow meadow mix EH1
-  Bulbs (naturalised in grass)
-  Mown grass path
-  Amenity grassland A22 Low maintenance Mix
-  Natural grassland mix (non-ryegrass) A4 Low maintenance Mix

Note: The original of this drawing was produced in colour - a monochrome copy should not be relied upon.

Revision	Description	Date	By	CHK.
Revision	First issue	23/9/20	CB	SH
A	Trees added	23/9/20	CB	SH
B	Landscape Strategy Update	25/9/20	CB	SH
C	Landscape Strategy Update	27/9/20	CB	SH
D	Updated to comments	28/9/20	CB	SH



Client:
 Thakeham Homes Ltd.
 Project:
 Land West of Loxwood Road, Alfold
 Description:
 Landscape Strategy

Status:
 Draft
 Scale: 1:500 @A1 Drawn I Checked: CB SH Date: 23/09/2020
 Job Number: 657 Drawing Number: 01 Revision: D

W: www.hcukgroup.co.uk



10. LANDSCAPE
STRATEGY

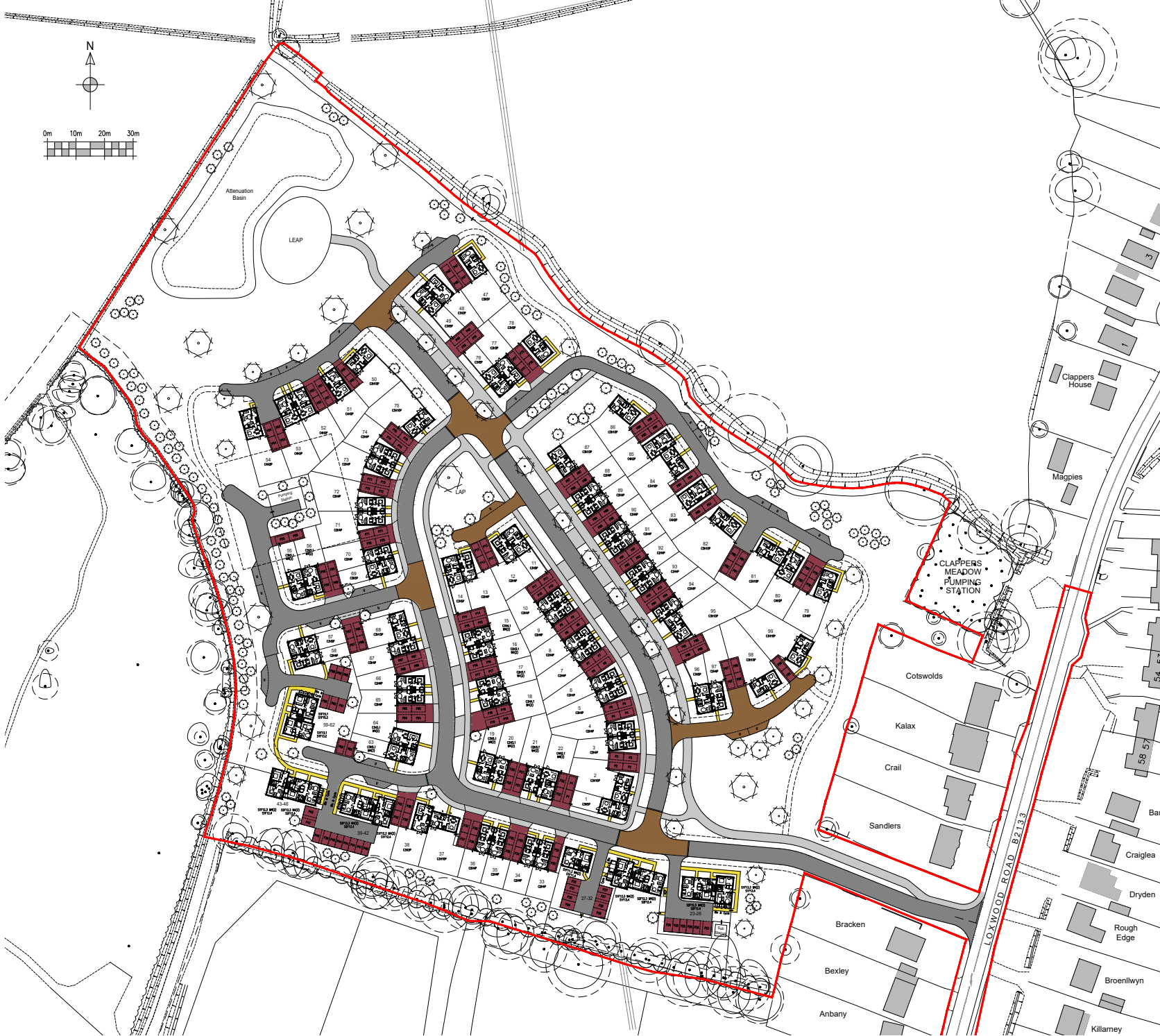
10.4 Hard Landscaping

A high-quality hard landscape strategy is proposed to add character to the development (indicative photos of materials palette shown below), with block paving used in key areas to add greater interest and aid surface water drainage disposal, referencing existing materials used around Alford.



KEY

- Block Paving (Style 1)
- Porous Block Paving (Style 2)
- Tarmac
- Tarmac Footway
- Rumble Strip
- Paving Slabs



10. LANDSCAPE
STRATEGY

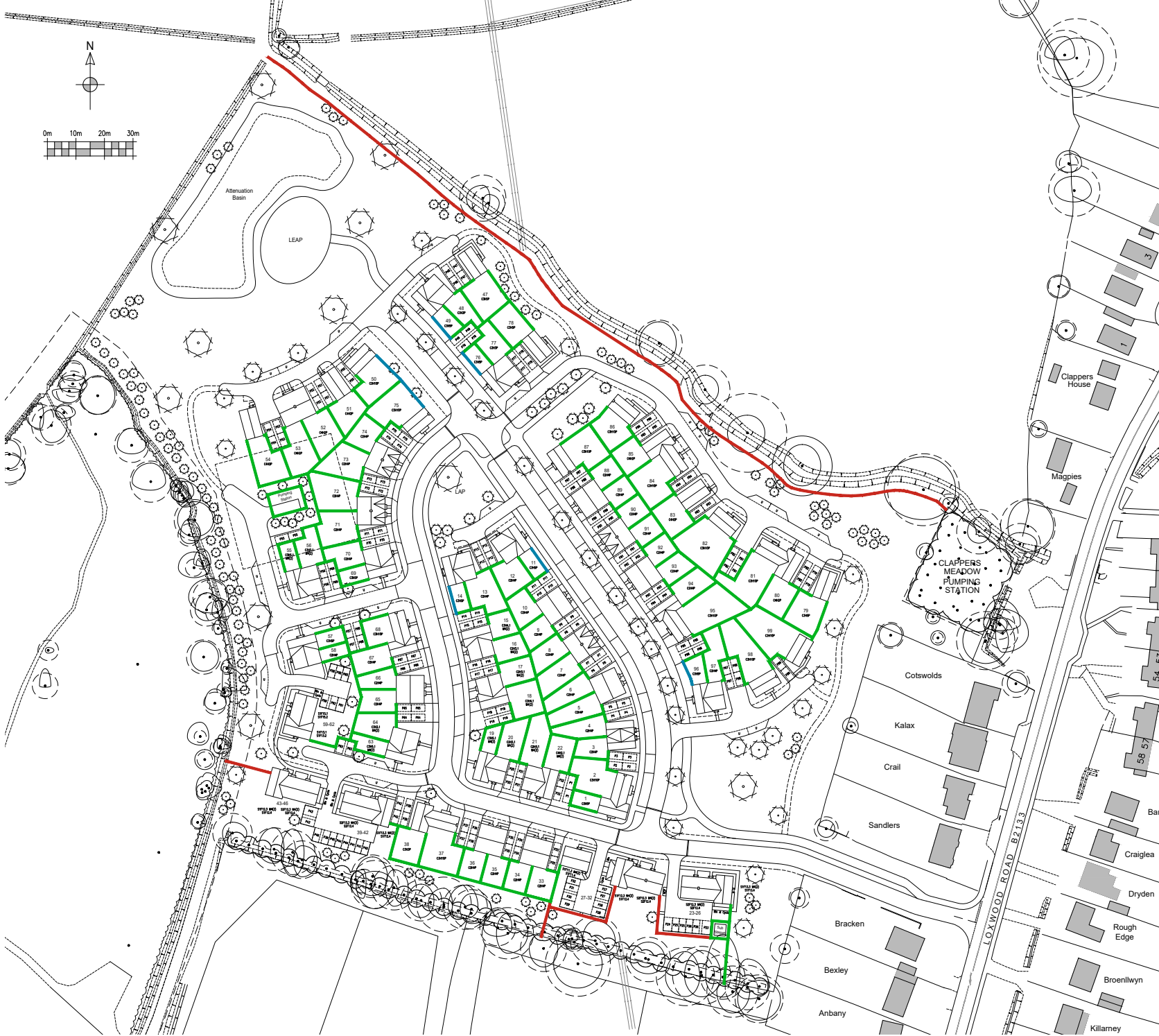
10.5 Boundary Treatment

Front gardens will be kept open, or defined by hedges, as is commonplace in Alfold. Post and rail fencing is proposed to the site's northern boundary, to assist with the creation of a defined settlement boundary.

Rear gardens will generally be defined by close board fencing, with the exception of key boundaries visible in the public domain whereby brick screen walls are proposed. Where boundaries are visually prominent, hedgerows or new planting will be utilised to soften the enclosure.

KEY

- 1.2m Post & Rail Fence
- 1.8m Timber Fence
- 1.8m Brick Screen Wall



11.1 Sustainability Proposal

The following section summarises the sustainability credentials to be delivered by the development.

Sustainable Energy Demand

A range of best practice energy efficiency measures will be specified to enable all proposed dwellings to meet or better the standard for carbon dioxide emissions set by Part L1a of Building Regulations (2013). This will be achieved through a combination of highly efficient fabric, ventilation and heating systems, together with the specification of low energy lighting throughout, the delivery of an air-tight build, and renewable energy installations across the site.

Energy Efficiency and Thermal Measures

The build specification will incorporate enhanced insulation standards throughout the building envelope (walls, roofs, floors and glazing), for example by fully filling timber-frame external walls with 110mm of Recticel Eurothane GP insulation, fully filling and sealing all party walls, incorporating 100mm of Xtratherm or equivalent insulation under screed in the ground floor, specifying 400mm mineral wool insulation at roof joist level, and using enhanced double glazing to achieve average U-values considerably better than those required by Part L1A of 2013 Building Regulations.

Materials and Waste

For building materials, the development will, in the main, specify 'A+' or 'A' rated materials using the online BRE Green Guide to Housing Specification, with all materials rated at least 'C'. Wherever feasible, materials will be locally sourced, from renewable sources and recycled e.g. using secondary aggregates. The use of recycled materials (e.g. crushed concrete from waste used for hard-standing or recycled fibreglass insulation) has zero embodied energy impact, other than that expended in their processing or transport.

Lighting, Fixtures and Fitting

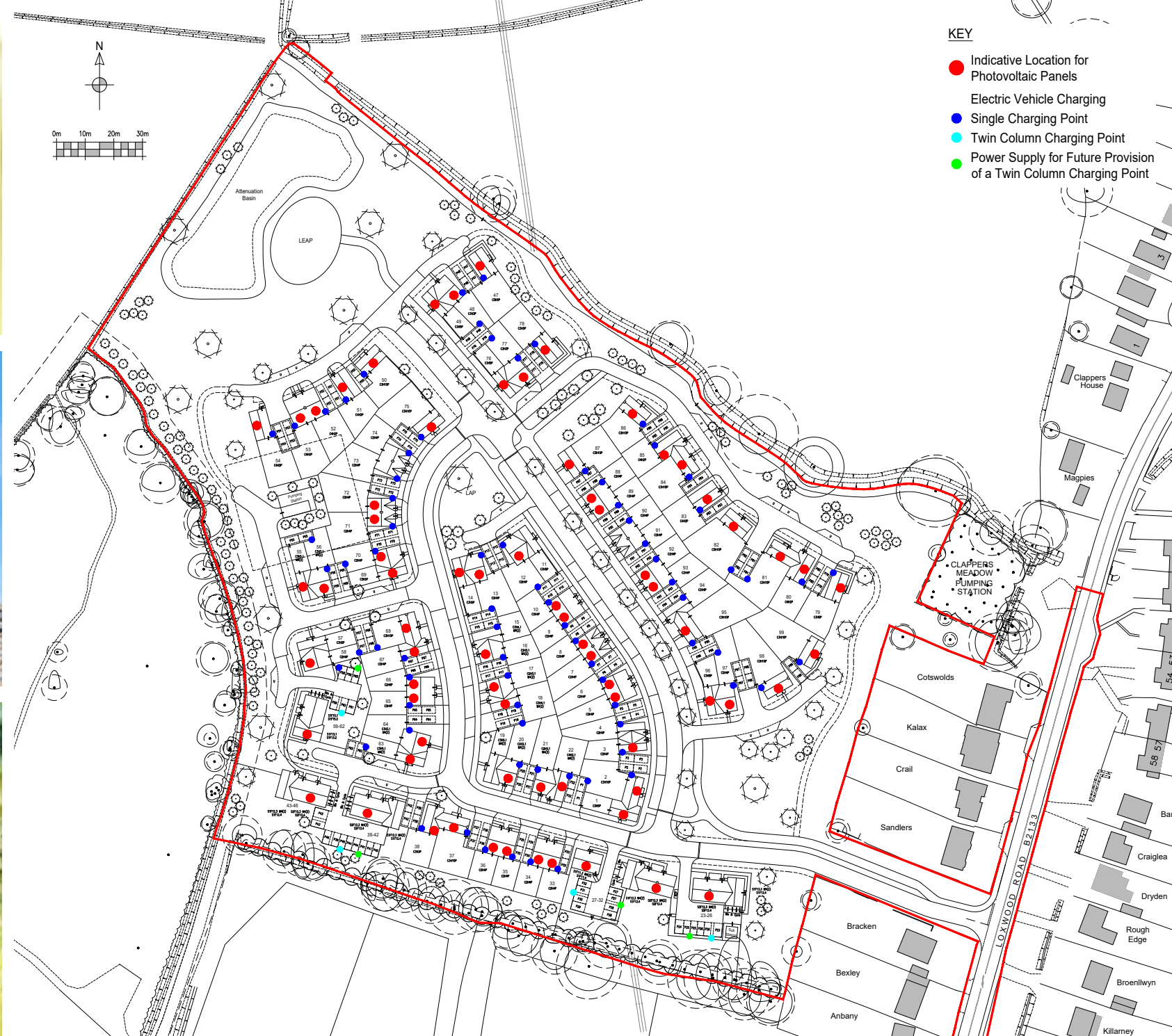
All of the internal lighting throughout the development will be of the dedicated low energy type. Although not assessed within the Building Regulations calculation, external lighting will also be low energy and some will be controlled through PIR sensors or daylight cut-off devices to minimise use and promote the security of the development. It is not proposed to provide any mechanical cooling to the proposed dwellings in the form of air conditioning. Instead it is the intention of the Applicant to reduce the need for active cooling as far as possible. This will be achieved through the specification of mainly non-mechanical measures such as good thermal insulation and an air tight build.

Renewable Energy Systems

A wide-ranging renewable energy feasibility study has been conducted by Southern Energy Consultants and is submitted in support of this planning application within their Sustainability and Energy Statement. This has determined that solar photovoltaic panels and air source heat pumps are the most feasible technologies for the site. A site-wide allocation of solar photovoltaic output of 81.55 kWp will be provided. For dwellings of less than optimal orientation, air source heat pumps will be installed.

Sustainable Transport

A total of 86 electric car charging points will be provided. Cycle parking will be provided within the curtilage of the proposed properties within garages, in the storage within the rear gardens of properties, and in communal stores in the case of apartments. The development is also located within a short walking distance of Alfold, which has a variety of amenities and services, including shops, a post office, cafés and a business centre.



CONCLUSION

This Design and Access Statement describes proposals for residential development at Land West of Loxwood Road, Alfold.

The proposal will deliver a new neighbourhood that both respects its existing neighbours and creates an attractive living environment with a strong sense of place.

A strong sense of community and sustainability is at the core of our principles for creating a legacy for Alfold.





Illustrative view looking north across the Entrance Green.

THAKEHAM

Thakeham delivers developments with a focus on sustainable placemaking and enhancing communities. From the quality of our developments to our social responsibilities, we always go the extra mile.

A Thakeham development will always be an asset to its surroundings and the local community. We aim to enhance the quality of life for everyone in the community, not just the people who buy our homes.

We don't just build houses; we are placemakers. We're committed to creating new, extraordinary places, with the highest attention to detail.

We are always aiming for higher environmental standards, both on our developments and in our own working practices.

As a socially responsible developer, we make a positive contribution to the lives of local communities. Essential in bringing people together, we sponsor several local sports teams in the locality of our developments. Our recruitment strategy includes local apprenticeships throughout the entire lifecycle of a development.

At every stage, Thakeham's approach is one that ensures we leave a legacy behind that everyone can be proud of.

"Each development is different and tailored to its locality, with careful consideration of the area's character, as well as the environment"







THAKEHAM

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