



THAKEHAM

Planning and Affordable Housing Statement

Land West of Loxwood Road, Alfold

Full planning application for the *“Demolition of Hollyoak and erection of 99 residential dwellings (including 30% affordable housing), associated highway and landscape works, and removal of oak subject to Tree Preservation Order 20/20.”*

Amended Version February 2021

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1. INTRODUCTION

1.1 This Planning and Affordable Housing Statement has been prepared by The Merchant Seaman's War Memorial Society & Thakeham Homes Limited ('the Applicant') in support of a full planning application at Land West of Loxwood Road, Alfold.

1.2 The description of development is as follows:

"Demolition of Hollyoak and erection of 99 residential dwellings (including 30% affordable housing), associated highway and landscape works, and removal of oak subject to Tree Preservation Order 20/20."

Purpose and Structure of the Statement

1.3 The purpose of this Statement is to demonstrate the proposed development's compliance with local and national planning policy guidance. This Statement also draws on other material considerations in support of the proposals in order to provide a robust justification for the development.

1.4 The Statement is structured as follows:

- **Section 2** – describes the site and surroundings;
- **Section 3** – outlines the planning history for the site and surrounding area;
- **Section 4** – outlines the details of the proposed development;
- **Section 5** – considers the proposed development in the context of planning policy and guidance;
- **Section 6** – outlines the Planning Obligations for the proposed development; and
- **Section 7** – considers the planning balance of the development proposal and concludes the Statement.

Submission Documents

1.5 In accordance with the list of validation requirements agreed with Planning Officers, this planning application is supported by the following suite of documents:

- Application Form (updated February 2021)
- Land Ownership Plan (Ref: T034_P1001)
- Site Location Plan (Ref: T034_P1002)
- Site Block Plan (Ref: T034_P1003)
- Site Layout Plan (Ref: T034_P1010)
- Design and Access Statement (updated February 2021)

- Existing Floor Plans and Elevations of Hollyoak (Ref: SK_001)
- Proposed Floor Plans and Elevations (see Drawing Schedule at Appendix A)
- Statement of Community Involvement (see Appendix B)
- Assessment of Five Year Housing Land Supply (see Appendix C)
- CIL Form
- Ecological survey (including biodiversity net gain)
- Biodiversity Checklist
- Flood Risk Assessment (including the WBC SUDS proforma)
- Drainage Statement
- Arboricultural Impact Assessment (updated January 2021)
- Lighting Assessment (see Section 5 of this Statement)
- Noise Assessment
- Landscape Visual Appraisal (updated January 2021)
- Landscape Strategy (Ref: 657-01)
- Open Space Assessment (see Section 5 of this Statement)
- Infrastructure Statement
- Transport Assessment (updated January 2021)
- Travel Plan
- Parking Provision Plan (see Section 9.2 of the Design and Access Statement)
- Archaeology & Heritage Assessment; and
- Energy and Sustainability Statement.

2. **SITE AND SURROUNDINGS**

- 2.1. The application site (hereafter referred to as “the Site”) comprises 5.91 hectares of land to the west of Loxwood Road, Alfold, and forms part of the agricultural estate landholding of the Springbok Estate.
- 2.2. The Site lies immediately to the west of Alfold Crossways, which is part of Alfold village (a polyfocal settlement), and borders the existing linear development along Loxwood Road.

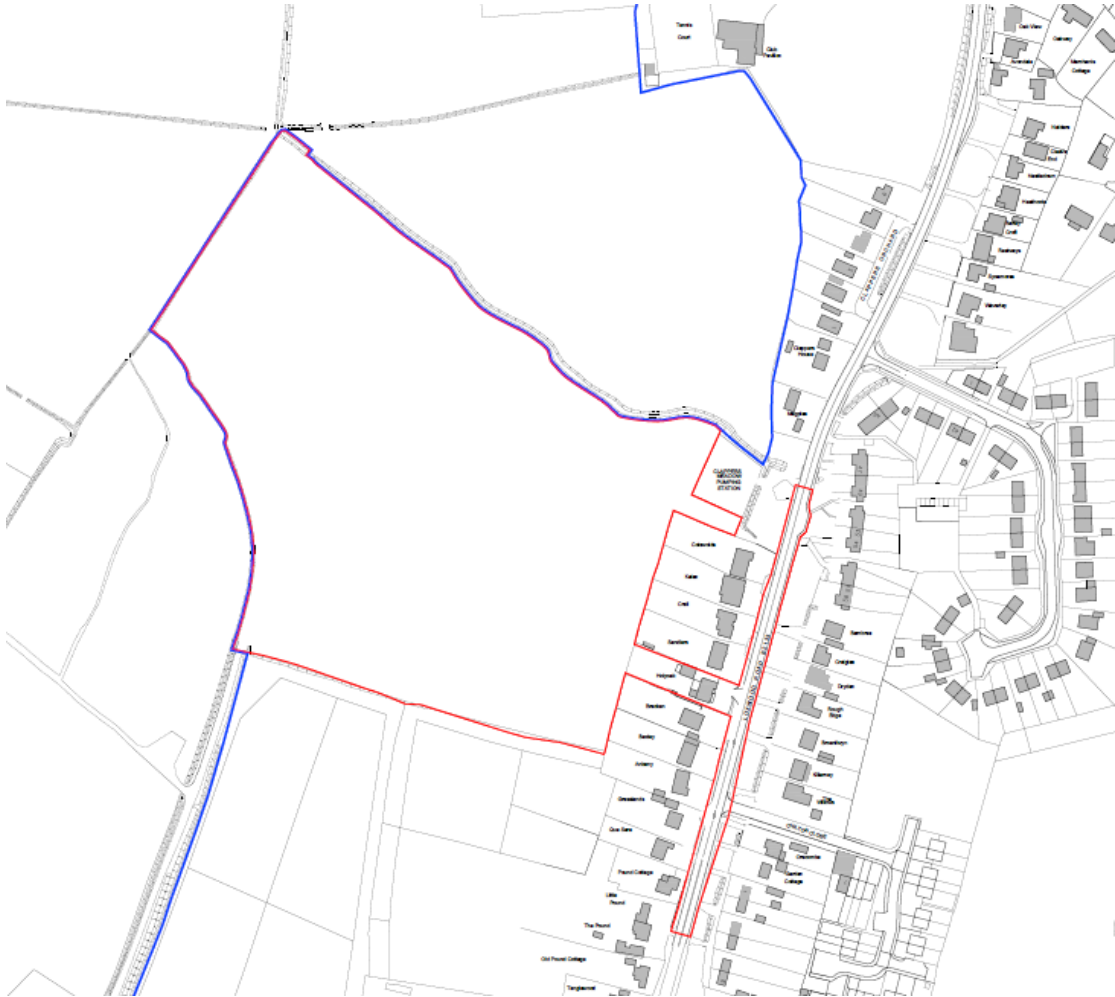


Figure 1 - Site Location Plan extract

- 2.3. The Site predominantly comprises agricultural land (Grade 3b), with the exception of a single property, named Hollyoak, which fronts Loxwood Road, and a portion of highway land along Loxwood Road.
- 2.4. 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.

- 2.5. 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.
- 2.6. The local facilities within Alfold include a petrol filling station and associated convenience store and cafe, a Post Office and convenience store, 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.
- 2.7. The Site is not located in the Green Belt, the Surrey Hills AONB, an Area of Great Landscape Value (AGLV) or an area of flood risk (the Site is in flood zone 1).
- 2.8. In terms of site-specific policy designation, the Site is located within the 'Countryside beyond the Green Belt'.
- 2.9. The oak tree (T93) to the rear of Hollyoak is, at the time of writing, subject to the proposed Tree Preservation Order 20/20.

3. **PLANNING HISTORY**

The Site

- 3.1. 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. Both applications had the same red line boundary. An extract of the Site Location Plan for application WA/2015/1381 is provided below.

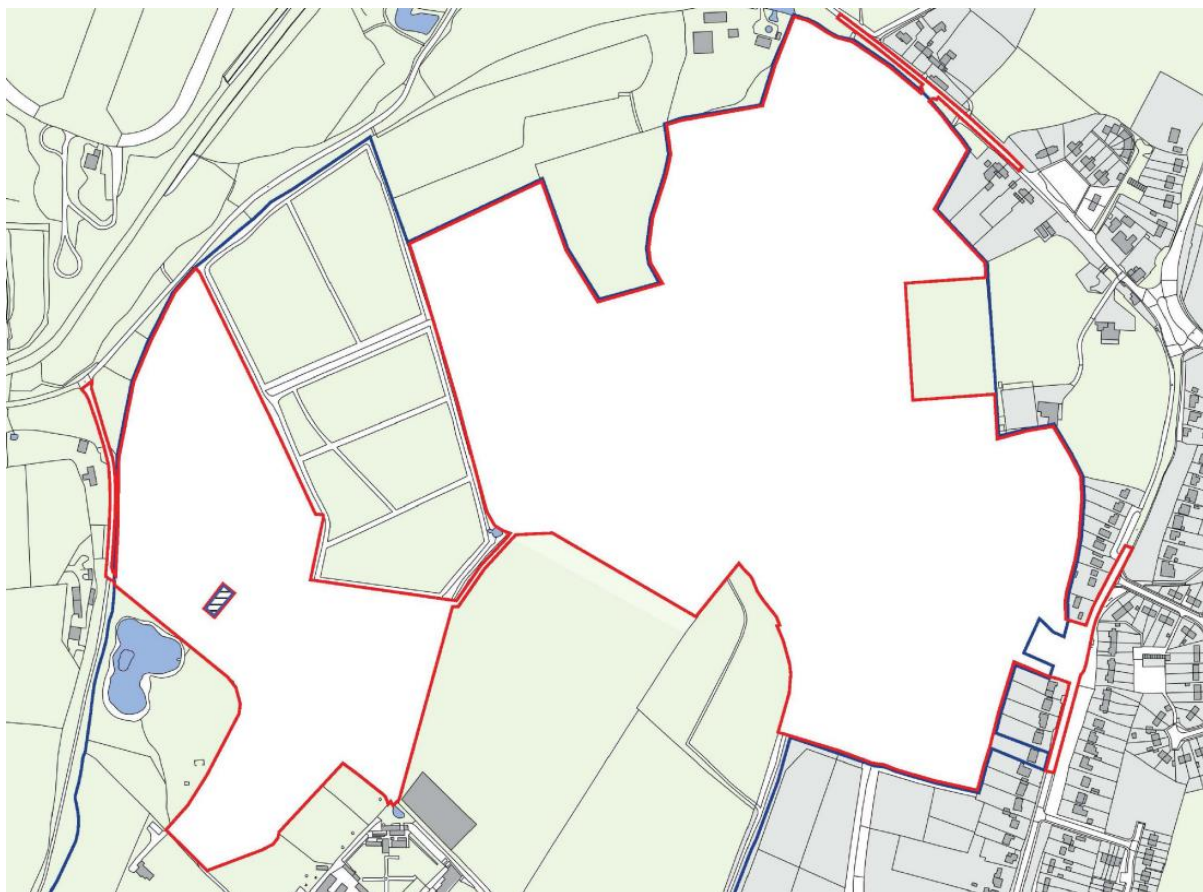


Figure 2 - Location Plan extract (Application ref: WA/2015/1381)

- 3.2. A summary of the details for these applications/appeal is outlined below:
- 3.3. On 30 June 2016 a Hybrid Planning Application (WA/2015/1381) was refused for “*the erection of a building to provide a 60 unit independent living care facility with 20 associated bungalows following demolition of part of existing care home; Erection of 125 dwellings including a shop and café; all with community facilities including sports pitches, public open space and associated works; the provision of 2 new accesses, one on the Dunsfold Road and one on the Loxwood Road. Outline application for the erection of up to 275 dwellings, care home and primary school with associated open space. (For the outline part of the application all matters to be reserved except means*

of access) (as amended by plans received 06/08/2015)” on Land at Springbok Estate, Sachel Court Drive, Alfold.

- 3.4. The decision of Waverley Borough Council to refuse planning application WA/2015/1381 was Appealed. The Planning Appeal (APP/R3650/W/16/3155714) was dismissed on 1st December 2017.
- 3.5. A revised Hybrid Planning Application (WA/2017/0360) was subsequently submitted for *“the erection of a building to provide a 60 unit independent living care facility with 20 associated bungalows following demolition of part of existing care home; erection of 125 dwellings including a shop and café; all with community facilities including sports pitches, public open space and associated works; the provision of 2 new accesses, one on the Dunsfold Road and one on the Loxwood Road. Outline application for the erection of up to 275 dwellings (250 residential units (Class C3) and a 25-bed residential care facility (Class C2)) and primary school with associated open space. (For the outline part of the application all matters to be reserved except means of access)(Revision of WA/2015/1381)”* but was refused on 17 July 2017.
- 3.6. The principal reasons for refusal/dismissal for the applications/appeal were as follows:
- Unsustainable form of development as a result of the site’s location
 - Reliance on private car
 - Harm to landscape character / Impact on Area of Great Landscape Value
 - Excessive scale of development would be disproportionate to the existing settlement (Alfold Crossways)
 - Impact on the economic viability of the remaining agricultural holding
 - Non-compliance with dwelling mix outlined in the West Surrey SHMA
 - Poor design; and
 - Absence of a signed legal agreement.
- 3.7. The current development proposal has been informed by these reasons for refusal and has positively responded to these. The Planning Assessment section of this Statement outlines how the current proposal has addressed these previous reasons for refusal.

Relevant Alfold Planning History

- 3.8. On 16 March 2020, a Planning Appeal (APP/R3650/W/19/3234716) was allowed for *“the erection of 56 dwellings including 30% affordable units with associated parking and open space”* on Land at Alfold Garden Centre, Alfold. Within the Appeal Decision Letter, the Inspector concluded that Waverley Borough Council could only demonstrate **3.9 years of housing land supply:**

“I conclude that the projected supply for the Borough is in or around 4297 dwellings and thus the 5-year housing land supply is around 3.9 years” (Para 27).

- 3.9. On 2 March 2020, a Planning Appeal (APP/R3650/W/19/3237359) was allowed for the erection of *“up to 80 dwellings (including 24 affordable homes) with associated*

landscaping, open space and SUDS" on Land East of Loxwood Road, Alfold. Within the Appeal Decision Letter, the Inspector confirmed:

*"During the course of the Inquiry and after some time discussing the topic, it was agreed between the parties that the Council cannot currently demonstrate a deliverable five-year housing land supply. For the purposes of the appeal, **it was agreed that four years' worth of supply exists**" (Para 6).*

- 3.10. Paragraph 48 of the Appeal decision letter (APP/R3650/W/16/3155714) which related to the refused application at the Springbok Estate, explains how the settlement form of Alfold Crossways has modified over time. It is acknowledged that the settlement is no longer purely linear in form, with new housing being delivered to the rear of properties fronting the Loxwood Road:

"I have also considered the effect of the development on the form of Alfold Crossways. The settlement is predominantly residential in nature, comprising about 200 dwellings, and it is referred to as a smaller village in Policy ALH1 of the ELP. From the junction with the A281, development extends along that road, Loxwood Road and Dunsfold Road. In recent years additional housing has been built off these roads, and whilst the settlement retains a predominant north-south axis around Dunsfold Road and Loxwood Road, it is not purely linear in form. The form of the village has been modified by recent development. New housing to the east of Loxwood Road and to the north-east of Dunsfold Road has not damaged the character of Alfold Crossways, and I do not consider that consistency with a linear form is an important parameter against which proposals should be assessed."

Other Relevant Recent Decisions

- 3.11. On 15 August 2019, an Inspector recommended that a recovered appeal (APP/R3650/W/18/3211033) be allowed for the *"Demolition of existing house and buildings; creation of new access off Hale Road. Development of up to 65 mixed dwellings to include 40% affordable housing, creation of open space to act as SANG extension to Farnham Park (inc. small public car park). Associated landscape and infrastructure"* at Hawthorns, Bells Piece, Farnham. At Paragraph 185, the Inspector concluded that Waverley Borough Council could demonstrate **4 years of housing land supply**:

"The supply is likely to be in the region of four years".

- 3.12. The Secretary of State disagreed with the Inspector's recommendation and on 14 May 2020 dismissed the appeal (APP/R3650/W/18/3211033). A material factor in the decision was the making of a neighbourhood plan, which had not been the case at the time of the Inspector's report. Despite dismissing the appeal, the Secretary of State concluded that Waverley Borough Council could demonstrate **4.5 years of housing land supply** (rejecting the Council's claim of a five year housing land supply).

- 3.13. On 15 November 2019, a Planning Appeal (APP/R3650/W/19/3230164) was allowed for *“the erection of up to 57 houses with access to be determined (scale, design, layout, and landscaping to form reserved matters) to include open space, parking, infrastructure and landscaping”* on Land at Windacres Farm, Church Street, Rudgwick. At Paragraph 73 of the Appeal Decision Letter, the Inspector concludes Waverley Borough Council can demonstrate **3.9 years of housing land**:

“This gives a projected supply of 4,297 dwellings and a 5 year housing land supply of 3.9 years.”

- 3.14. As such, from reviewing recent and relevant planning history and appeal decisions, it has been widely and consistently established by the Secretary of State and numerous Planning Inspectors that Waverley Borough Council cannot demonstrate a 5 year housing land supply. Please refer to the Housing Land Supply section below for further details on this matter.

Pre-Application Enquiry (PA/2020/0235)

- 3.15. A pre-application meeting was held on 2 March 2020 between Waverley Borough Council Officers and Thakeham Homes. This meeting focused on high level discussions around the principle of the development, the development parcel options, and general quantum of development.
- 3.16. The two main points of feedback from Officers at this meeting were:
- i. The importance of the development parcel and layout principles to be informed by a Landscape Consultant; and
 - ii. The need to engage with members of the local community and stakeholders.
- 3.17. The area to the west of Loxwood Road was considered the most appropriate part of the Springbok Estate to propose development, as it is adjacent to the settlement boundary of Alfold (Alfold Crossways).
- 3.18. Following this, two development parcels were considered. The Applicant sought advice from a Landscape Consultant to identify the optimum development parcel with the least landscape visual impact. This assessment concluded that most appropriate development parcel with the least visual impact in landscape terms comprised the application site to which this proposal relates.

- 3.19. An opportunities and constraints assessment was subsequently undertaken by the Landscape Consultant; and the site layout principles advised were as shown below:

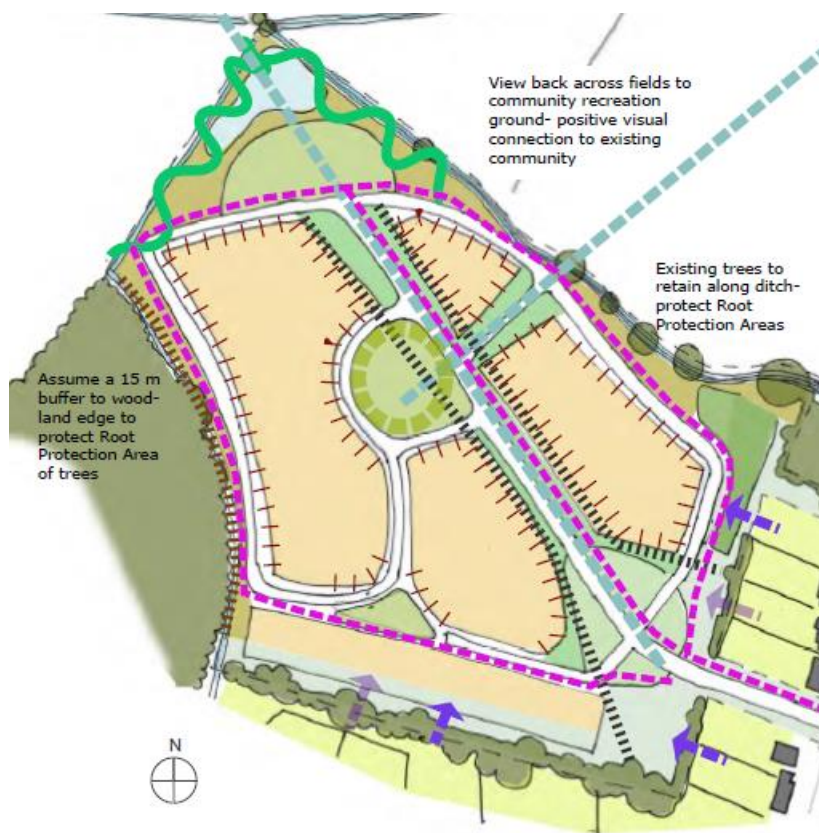


Figure 3 - Opportunities and Constraints Plan extract

- 3.20. The proposed development has closely followed the site layout principles established by the Landscape Consultant, as shown in Figure 4 (Site Plan extract), which demonstrates that the proposed scheme has been landscape-led.
- 3.21. The second main point of feedback was to engage with the local community. A full Statement of Community Involvement is provided at Appendix B of this Statement.
- 3.22. A second pre-application meeting was held on 5 August 2020. At this meeting Officers were generally positive in their feedback on the emerging proposals and welcomed the fact that the scheme was landscape led. However, Officers had asked to see greater details of the proposed design, and thus a Design Workshop was suggested to be arranged.
- 3.23. The design workshop was held on 26 August 2020 with the Council's Planning and Design Officers. The meeting generated constructive points of feedback on the emerging scheme, all of which have been incorporated into the final development proposal.

- 3.24. This demonstrates that the proposed scheme has been fully informed by a collaborative design process and close engagement with Waverley Planning and Design Officers.
- 3.25. For further information on the evolution of the scheme through the pre-application process, please refer to the submitted Design and Access Statement.

4. **PROPOSED DEVELOPMENT**

4.1. This planning application seeks full planning permission for the:

“Demolition of Hollyoak and erection of 99 residential dwellings (including 30% affordable housing), associated highway and landscape works, and removal of oak subject to Tree Preservation Order 20/20.”

Quantum of development

House type	Private	Affordable	Total
1-bedroom flat	4	10	14
2-bedroom flat	0	8	8
2-bedroom house	31	4	35
3-bedroom house	27	7	34
4-bedroom house	7	1	8
<u>Total</u>	69	30	99

Proposed Site Layout



Figure 4 - Proposed Site Layout (extract of Plan Ref: T034_P1010)

Appearance / Materials

- 4.2. The proposed elevations are traditional in style, and a variety of housing types, details and elevational treatments are included to help to embrace the rural character of the area whilst giving the development its own identity.
- 4.3. A range of materials are proposed including: red bricks, hanging tiles, plain roof tiles, and occasional use of weather boarding.
- 4.4. Chimneys have been provided to a number of dwellings (18 no.) as this is a common design feature of the area.
- 4.5. Please refer to the Design and Access Statement for more information.

Proposed landscaping

- 4.6. A large area of Public Open Space and landscape buffer will be created at the northwestern part of the Site. The open space will include a sustainable drainage attenuation basin, which will be seeded with wildflower meadow. A new Local Equipped Area for Play (LEAP) will be created near the basin and there is the potential to include natural play features.
- 4.7. A central Public Open Space will be created, to include a Local Area for Play (LAP). This space will have a more formal village green character and large canopy tree to form a focal feature.
- 4.8. The Site will create a connected path network across the Site to encourage walking and cycling, for both new and existing residents in the local area.
- 4.9. The proposed soft landscaping scheme includes the planting of 181 new trees.
- 4.10. Please refer to the Landscaping Scheme for further information (provided at Appendix 5 of the Landscaper and Visual Appraisal).

Ecology / Biodiversity

- 4.11. The Biodiversity Net Gain Assessment (provided at Appendix 19 of the Ecological Impact Assessment) concludes that the proposed development would achieve a 14.39% biodiversity net gain.

Arboriculture

- 4.12. The proposed development requires the removal of 3 trees (T91, T92 & T93 as shown on the Tree Survey) to facilitate the creation of a new vehicular access.
- 4.13. Tree 93 is, at the time of writing, subject to proposed Tree Preservation Order 20/20.

- 4.14. The proposed development would include the planting of 181 new trees. This results in a net gain of 178 trees on-site as part of the proposal.

Highways

Site Access

- 4.15. 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.
- 4.16. 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).
- 4.17. With regards to pedestrian and cycle access, a 3m wide shared footway/cycleway is proposed on the northern side of the vehicular access.

Parking

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

Off-site Works

- 4.19. 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.
- 4.20. 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.
- 4.21. Please refer to the Transport Assessment for more information.

Flood Risk and Drainage

- 4.22. Sustainable urban drainage systems will be provided in the form of:
- A single strategic attenuation basin in the north-west of the site, which would be 1.2 m deep, with a design water depth of 1.0 m, and 1 in 3 side slopes;
 - A series of roadside planters/swales; and
 - Permeably surfaced driveways.
- 4.23. Please refer to the Flood Risk Assessment for further information.

Energy and Sustainability

- 4.24. The sustainability measures included within the proposed development include:
- Installation of 81.55 kWp of solar photovoltaic output across the site

- Specification of low energy internal lighting throughout the development
- Provision of internal recycling bins for recyclable waste in every kitchen
- Allocation of composting bins to all houses
- Ensuring internal potable water consumption of not more than 110 litres per person per day in every dwelling
- Supply of water butts to ensure recycling of rainwater
- Installation of 86 electric charging points
- Adoption of ecological enhancement measures to generate a 14.39% net gain in biodiversity
- Integration of sustainable drainage techniques across the site to ensure no increase in risk of flooding, either on site or nearby
- Specification of materials for main build and finishing elements that have the lowest environmental impact; and
- The delivery of an air-tight build.

5. PLANNING ASSESSMENT

5.1. This section assesses the development proposal against relevant planning policy and other material considerations, demonstrating its achievability in planning terms. The main issues to consider in the determination of this application are:

- Principle of Development
 - Housing Land Supply
 - Tilted Balance
 - Local Plan Part 1 Spatial Strategy
- Housing Mix
- Affordable Housing Statement
- Design
- Landscape
- Open Space Assessment
- Ecology
- Arboriculture
- Transport
- Access to services and facilities
- Flood Risk/Drainage
- Energy and Sustainability
- Heritage and Archaeology
- Agricultural Land
- Lighting Assessment; and
- Deliverability.

Principle of Development

Housing Land Supply

- 5.2. Paragraph 73 of the Framework requires Local Planning Authorities to be able to demonstrate a 5-year supply of deliverable housing sites.
- 5.3. Waverley Borough Council published its Five Year Housing Land Supply Position Statement in October 2020. This Position Statement suggested the Council can demonstrate a 5.3 years supply of deliverable housing sites.
- 5.4. The Housing Land Supply Statement, prepared by Turley and provided at Appendix C, disagrees with the Council's assessment and provides evidence that Waverley Borough Council cannot demonstrate a five year housing land supply. This document concludes that Waverley Borough Council can only demonstrate **4.22 years** of housing land supply, as of October 2020. Please refer to this document for full details.
- 5.5. In support of this position, it has been widely and consistently established by numerous Planning Inspectors and the Secretary of State, in recent Appeal decisions within the Borough, that Waverley Borough Council cannot demonstrate a five year housing supply.

- 5.6. A table is provided below which outlines the various most recent conclusions of Planning Inspectors of the housing land supply position of Waverley Borough Council dating back to March 2020.

Appeal Reference	Appeal Decision Date	Housing Land Supply Position Concluded
APP/R3650/W/19/3237359	2 March 2020	4 years
APP/R3650/W/19/3234716	16 March 2020	3.9 years
APP/R3650/W/18/3211033	14 May 2020	4 years

- 5.7. Therefore, it is clear to see that the consensus amongst Planning Inspectors who have recently determined Planning Appeals in Waverley Borough this year, is that the Council can only demonstrate around 4 years of housing land supply.
- 5.8. By their own admission, the Council conceded that they could not demonstrate a five year housing land supply as part of the Public Inquiry Appeal (held January 2020) for Land East of Loxwood Road, Alfold (APP/R3650/W/19/3237359, Paragraph 6 of Decision letter).
- 5.9. Waverley's LPP1 annual housing target is 590 dwellings, though the annual housing need based on the current standard method is 679. This shows the 'direction of travel' for the Council's housing requirements, which will apply from 5 years after the adoption of the LPP1 (2023).
- 5.10. Furthermore, the proposed new standard method (which incorporates stock into the baseline, as well as household projections) could see the Council's annual housing target increase to 835. The adoption of this figure would obviously worsen the Council's housing land supply position moving forward, and therefore the approval of housing applications now would have the benefit of minimising the overall under-provision in the future.
- 5.11. As Waverley Borough Council cannot demonstrate a five year housing land supply, the 'tilted balance' of Paragraph 11d of the NPPF is engaged, and planning permission is to be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Tilted Balance

- 5.12. 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.
- 5.13. The NPPF is a material planning consideration which carries significant weight in the determination of this planning application and sets a presumption in favour of sustainable development (Paragraph 11, NPPF).

5.14. Paragraph 11d confirms that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (see NPPF Footnote 7) planning permission is to be granted unless:

- i. *“the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

5.15. As demonstrated above, Waverley Borough Council cannot demonstrate a five year housing land supply, therefore, by reference to footnote 7 of the Framework, the ‘tilted balance’ of Paragraph 11d of the Framework is engaged.

Local Plan Part 1 Spatial Strategy

5.16. The development plan comprises the Waverley Borough Local Plan Part 1 – Strategic Policies and Sites (LPP1) which was adopted in February 2018 together with retained policies of the Waverley Borough Local Plan (2002). LPP1 Policy SP2 sets out the Council’s spatial strategy for the Borough and seeks to focus the majority of development within four main settlements, with moderate levels of development at ‘larger villages’ and limited development in/around ‘other villages’.

5.17. The Site is located on the edge of Alfold (Alfold Crossways), beyond the currently defined settlement boundary for the village and therefore, in the countryside. Alfold is defined as an ‘other village’ within the third tier of the settlement hierarchy. This positively worded policy (Policy SP2) is permissive of limited levels of development in and around ‘other villages’.

5.18. Policy SP2 expressly recognises that those villages not within Surrey Hills AONB or Green Belt offer more scope for growth. Alfold is a village unaffected by these designations, unlike much of the Borough, and thus offers more scope for growth (as stated in Policy SP2). 61% of the Borough is Green Belt, and 77% is identified as AONB and/or Areas of Great Landscape Value: para. 2.11 of LPP1.

5.19. Although Policy SP2 does not define ‘limited growth’, new development should be proportionate to the spatial strategy for the Borough, and the scope for growth of less constrained villages (not within Surrey Hills AONB or Green Belt).

5.20. Policy ALH1 of the LPP1 allocates a minimum of 125 homes to Alfold (including Alfold Crossways), to contribute to the overall LPP1 target of 11,210 net additional dwellings provided between 2013 and 2032. As the Inspector recognised in the Land East of Loxwood Road appeal decision (para. 10), exceeding the minimum for Alfold is not necessarily problematic or undesirable. Instead, *“it would allow for the provision of additional housing that would assist in meeting the Borough’s needs in an area*

recognised to be relatively unconstrained by landscape designations", which is especially important given the absence of a five year housing land supply.

- 5.21. Although the allocated number of net additional homes in Alfold has been met since 2013, the spatial strategy of Policies ALH1 and SP2 does not define a cap to the amount of development supported in Alfold.
- 5.22. The broader spatial strategy and policies enable flexibility, and notwithstanding other recent consents in Alfold it is considered that the addition of 99 new dwellings in an area recognised to be unconstrained by landscape designations, would fall within the policy expectation for 'limited growth' having regard to the size of Alfold, the minimum number of homes allocated, and the outstanding need for/unmet supply of housing land in the Borough.
- 5.23. The LPP1 expects delivery to be achieved in accordance with Policy ALH1 through decisions on planning applications, the detailed application of the Local Plan (Parts 1 and 2) and Neighbourhood Plans. There is currently no Neighbourhood Plan in place for the area and Part 2 of the Local Plan is at an early stage of preparation. Neither document has progressed sufficiently to be attributed any more than limited weight. Therefore, planning applications are currently the primary route for delivering housing in the area.
- 5.24. In this context, and especially considering the Council cannot currently demonstrate a five year housing land supply, it is considered that this development proposal accords with the spatial strategy of Policies ALH1 and SP2 of the LPP1.
- 5.25. Should the Council disagree with the above analysis and find conflict with the spatial strategy policies, it is considered that these policies are in any case "out-of-date" under paragraph 11(d) of the Framework due to either/both:
1. the absence of a five year housing land supply, and
 2. the policies being out-of-date due to the significant delays in the progression of Part 2 of the Local Plan ('LPP2') and the absence of a neighbourhood plan for Alfold.
- 5.26. The Inspector examining LPP1 saw LPP2 as being an "essential element" of the Council's housing strategy (see para. 48 of the Examination Report). The soundness of LPP1 was contingent on the swift adoption of LPP2 and the progression of neighbourhood plans. The absence of both renders the spatial strategy "out of date" regardless of the housing land supply position.
- 5.27. The tilted balance in paragraph 11(d) is therefore triggered and reduced weight should be given to any identified conflict with the spatial strategy policies.

Proposed Housing Mix

- 5.28. Policy AHN3 (Housing Types and Size) of the LPP1 refers to the mix of housing recommended for Waverley Borough set out within the West Surrey SHMA (2015).

- 5.29. The following tables demonstrate how the proposed dwelling mix broadly accords with the suggested dwelling mix for Waverley Borough, within the SHMA.

PRIVATE	Units	SHMA Housing Mix		Proposed Housing Mix	
	1 Bed	6	9.3%	4	6%
	2 Bed	22	32.1%	31	45%
	3 Bed	27	38.2%	27	39%
	4 Bed	14	20.4%	7	10%
		69	100%	69	100%

AFFORDABLE	Units	SHMA Housing Mix		Proposed Housing Mix	
	1 Bed	14	47.3%	10	33%
	2 Bed	8	29.2%	12	40%
	3 Bed	7	21.9%	7	23%
	4 Bed	1	1.7%	1	3%
		30	100%	30	100%

- 5.30. The supporting subtext to Policy AHN3 confirms that this SHMA mix is a recommendation, rather than a prescribed policy requirement, and states:

“The policy for a mix of homes should be able to react to changing circumstances and ensure that it contributes to the mix of both the wider area as well as the development site itself. Therefore, the policy for a mix of homes should not prescribe the size of homes” (Paragraph 9.41 of LPP1). (Our emphasis).

- 5.31. Waverley Borough Council are in the process of preparing an Affordable Housing SPD. The draft SPD outlines an updated recommended affordable housing mix of 40% 1-bedroom dwellings; 30% 2-bedroom dwellings; 25% 3-bedroom dwellings and 5% 4-bedroom dwellings. Although it was advised at pre-application stage the proposal should be prepared with closer regard to the SHMA mix, it is considered the proposal also broadly accords with this draft SPD recommended mix.
- 5.32. Notwithstanding the draft SPD, it is considered that the proposed mix of dwellings broadly accords with the recommended mix within the West Surrey SHMA (2015).

Affordable Housing Statement

- 5.33. Policy AHN1 of LPP1 requires developments providing a net increase of 6 dwellings or more in ‘designated rural areas’ to provide a minimum provision of 30% affordable housing.

- 5.34. The proposed development includes 30 affordable dwellings (out of 99 dwellings). This achieves a 30% total provision, and therefore is compliant with the requirement of Policy AHN1.
- 5.35. The tenure split of these affordable dwellings is 67% social/affordable rent and 33% shared ownership. This accords with the suggested tenure split of the West Surrey SHMA of 68% for social/affordable rent and 32% for intermediate.

Design

- 5.36. Policy TD1 (Townscape and Design) of the LPP1 requires *“new development to be of a high quality and inclusive design that responds to the distinctive local character of the area in which it is located.”*
- 5.37. NPPF seeks to achieve high quality buildings and places and confirms that good design is a key aspect of sustainable development (Paragraph 124).
- 5.38. The proposed site layout incorporates a number of concepts and strategies that help to respond to and respect the local character of Alfold. The landscape-led approach to the scheme encourages pedestrian and cycle movement into and through the site and provides a number of open green spaces for local residents to enjoy. Wide, tree-lined routes help to ensure that key views towards the surrounding area are retained from these green spaces, further emphasising the scheme’s rural feel and giving residents a sense of place.
- 5.39. The form and detailing of buildings located across the proposed development responds to and enhances the local architectural character, helping to create a visually impressive and high-quality site.
- 5.40. Elevations are traditional in style, with features inspired by a character appraisal, following a number of local precedent studies. Architectural features utilised across the development include tile hanging, feature window heads & cills, weatherboarding and chimneys.
- 5.41. 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.
- 5.42. Therefore, the proposed design complies with Policy TD1 of the LPP1.
- 5.43. For further information on design please refer to the Design and Access Statement.

Landscape

- 5.44. LPP1 Policy RE1 (Countryside beyond the Green Belt) confirms that, beyond the Green Belt, the intrinsic character and beauty of the countryside shall be recognised and safeguarded in accordance with the NPPF.

- 5.45. LPP1 Policy RE3 (Landscape Character) confirms that new development must respect and where appropriate enhance the distinctive character of the landscape in which it is located.
- 5.46. Paragraph 127 of the Framework suggests that development should be sympathetic to local character and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 5.47. The Site is not located in the Green Belt, an AONB or within an AGLV, and thus is not constrained by any landscape designation. As noted above, this is unusual in the Borough.
- 5.48. However, the layout principles of the development proposal have been landscape-led from the outset, to ensure that any potential harm to landscape character has been carefully considered and mitigated appropriately through high quality design and layout.
- 5.49. Full details of the landscaping strategy and the assessment on potential landscape impact can be found in the submitted Landscape and Visual Appraisal. This document concludes:

“No important levels of effect have been identified in the LVA. The proposed development will inevitably result in some moderate effects on the site landscape character and land-use, as would be the case with any greenfield development. These effects will be balanced with the beneficial effects resulting from a net gain in trees, hedgerows and native vegetation across the site, increased public access and opportunities for play and informal recreation.”

And

“Overall it is considered that the proposed development has been carefully designed to mitigate sensitive views and will result in an acceptable level of effect on the visual amenity of users of the wider landscape beyond the site boundary.”

- 5.50. As such, it is considered the proposed development accords with the requirements of Policies RE1 and RE3 of the LPP1.

Open Space Assessment

- 5.51. LPP1 Policy LRC1 (Leisure and Recreation Facilities) encourages the provision of open space within new developments in line with Table 1 of the LPP1.
- 5.52. Figure 5 below outlines the LAP and LEAP requirements for the proposal (extract of Table 1 of LPP1).

Type of space	Standard (per 1000 population)	Walking guidelines from dwellings	Scale of development	Minimum Size	Buffer zones
Informal play space	0.55 ha	NA		NA	
Local Areas for Play (LAPs)	0.25 ha	Accompanied walking distance 100m	5 or more dwellings	0.01ha (10 x 10m)	5m minimum separation between activity zone and the boundary of dwellings
Local Equipped Areas for Play (LEAPs)	0.25 ha	400m	10 or more dwellings	0.04ha (20 x 20m)	20m minimum separation between the activity zone and the habitable room façade of dwellings

Figure 5 – Extract of Table 1 from LPP1

- 5.53. The proposal includes both a LEAP and a LAP, and both amenity areas are compliant with the minimum size standards and buffer zones as set out in Table 1.
- 5.54. As such, the proposed open spaces (including LEAP and LAP) are fully compliant with Policy LRC1.
- 5.55. The Greenspace Provision plan (Ref: 657-03) illustrates the open spaces provided as part of the proposed development, in the context of other local open spaces.

Ecology

- 5.56. LPP1 Policy NE1 (Biodiversity and Geological Conservation) confirms that the Council will seek to conserve and enhance biodiversity within Waverley Borough. Development should retain, protect and enhance features of biodiversity and geological interest and ensure appropriate management of those features. Adverse impacts should be avoided or, if unavoidable, appropriately mitigated.
- 5.57. LPP1 Policy NE2 (Green and Blue Infrastructure) requires undeveloped buffer zones of 5m to be provided to 'ordinary watercourses'.
- 5.58. Paragraphs 170 and 175 of the Framework support development proposals that achieve a biodiversity net gain.
- 5.59. The desk study and ecological site surveys identified the presence / likely presence of a number of species and outlines the appropriate mitigation measures to ensure the safe relocation of these species to a suitable alternative habitat.
- 5.60. One of the species recorded on-site was a pair of nesting lapwing. The Ecological Impact Assessment (EclA) outlines the mitigation strategy for relocating the lapwing habitat, and Appendix 18 of the EclA includes a plan of the Springbok Estate showing the lapwing mitigation land allocated.

- 5.61. Therefore, it is considered the proposed development fully accords with the objectives of LPP1 NE1.
- 5.62. The proposed development allows for an undeveloped buffer zone in excess of 5m, and thus complies with LPP1 Policy NE2.
- 5.63. The Biodiversity Net Gain Assessment (provided at Appendix 19 of the EclA) concludes that the proposed development would achieve a 14.39% biodiversity net gain. Therefore, the proposal accords with the objectives of LPP1 Policy NE1 and NPPF Paragraph 175.
- 5.64. The proposal will result in ecological enhancements and environmental gains by minimising tree and hedgerow loss and resulting in a net gain of 178 trees on-site. The proposal includes a large attenuation basin and tall grassland and boundary shrub habitats, which will further promote biodiversity.
- 5.65. Any impact on habitats and protected species will be addressed through the implementation of a number of mitigation and enhancement recommendations, which will result in a positive outcome for biodiversity.
- 5.66. The submitted EclA concludes:
- “The proposed development would avoid significant ecological harm and has potential to protect, maintain and enhance the overall biodiversity interest of the site in accordance with policies concerning the conservation of biodiversity in the National Planning Policy Framework (2019) and the Waverley Borough Local Plan.”*
- 5.67. The scheme will therefore lead to the provision of enhanced wildlife habitat and biodiversity net gain as required by Paragraphs 170 and 175 of the NPPF and Policies NE1 and NE2 of the LPP1.

Arboriculture

- 5.68. LPP1 Policy NE2 and NPPF Paragraph 170 seek to retain and enhance existing trees where appropriate.
- 5.69. Full details of the existing trees on site are provided within the submitted Arboricultural Impact Assessment.
- 5.70. The proposed development requires the removal of 3 trees (T91, T92 & T93 as shown on the Tree Survey) to facilitate the creation of a new vehicular access.
- 5.71. Tree T93 is, at the time of writing, subject to proposed Tree Preservation Order 20/20. T92 and T91 are not protected by a Tree Preservation Order, and are category B and category C retention value.
- 5.72. The proposed development would include the planting of 181 new trees.

5.73. This results in a net gain of 178 trees on-site as part of the proposal.

5.74. The submitted Arboricultural Impact Assessment concludes that:

“As part of the Proposed Development, there has been a significant commitment to new tree planting and as such the Proposed Development is considered to be a short-term loss, with a mid- to long-term gain in both amenity and canopy cover.”

5.75. Therefore, the proposed development fully complies with the objectives of LPP1 Policy NE2 and NPPF Paragraph 170.

Transport

5.76. LPP1 Policy ST1 (Sustainable Transport) sets out the Council’s policy mechanisms to ensure sustainable transport can be maximised, including a requirement to submit Transport Assessments and Travel Plans with new developments that generate a significant volume of traffic. The Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural locations.

5.77. Paragraph 109 of the NPPF confirms that “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*” (Our emphasis).

5.78. The minimum car parking standards for Waverley Borough, as defined by the Waverley Borough Council Parking Guidelines (2013), are set out below:

Locational Characteristics	Town Centre	Rest of Waverley
1 bed	1 space per unit	1 space per unit
2 bed	1 space per unit	2 spaces per unit
3 + bed	1.5 spaces per unit	2.5 spaces per unit

Figure 6 - Waverley Borough Council Car Parking Standards

5.79. The proposed development has been carefully designed to fully accord with these minimum car parking standards, with 205 parking spaces proposed.

- 5.80. The minimum cycle parking standards, as defined by the Waverley Borough Council Parking Guidelines (2013), are set out below:

C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	
Flats / houses without garages or gardens:	
1 and 2 bedroom unit	1 space
3 or more bedroom unit	2 spaces

Figure 7 - Waverley Borough Council Cycle Parking Standards

- 5.81. The proposed development fully accords with these standards, with 141 cycle spaces proposed.
- 5.82. The proposal also 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.
- 5.83. 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.
- 5.84. It is further noted that sustainable transport measures have been secured as part of the development of land to the east of Loxwood Road for housing, which will be of benefit to future residents of this development scheme. Furthermore, as the Inspector in the East of Loxwood Road decision noted (paras. 21-23), the sustainable transport package that must be provided for the new settlement at Dunsfold Aerodrome is of relevance.
- 5.85. Therefore, the proposed development accords with the objectives of LPP1 Policy ST1 and Section 9 of the Framework, in promoting sustainable transport, having regard to the scale and location of the development.
- 5.86. The Transport Assessment concludes:
- “The residual cumulative impact of the Proposed Development on the local highway cannot be considered severe in accordance with paragraph 109 of the NPPF. As a consequence, there are no highway or transport reasons that would prevent planning permission from being granted.”*
- 5.87. Please refer to the Transport Assessment for further information.

Access to services and facilities

- 5.88. Alfold provides a range of services and facilities, including a petrol filling station and associated convenience store, a part-time Post Office, a business centre providing some employment uses, churches, public houses and a veterinary surgery.
- 5.89. The bus services serving the village provide opportunities for accessing larger settlements such as Guildford, Billingshurst and Cranleigh. The nearest bus stops to the Site are located on Loxwood Road directly adjacent to the proposed Site access, and are known as 'Chilton Close'. There are further stops provided at the Alfold Crossways junction ('Crossways').
- 5.90. Bus services 42 and 69 are both operated by Compass Travel:
- Service 42 runs between Alfold Crossways and Guildford whilst service 69 runs between Alfold Crossways and Worthing. Service number 42 runs every two to three hours from 07:56 to 14:56 from Mondays to Saturdays. It serves many other villages such as Dunsfold, Hascombe and Godalming.
 - Service number 69 operates one service on Fridays beginning at Alfold Crossways at 09:15, terminating in Worthing at 10:59. It serves many other villages such as Loxwood, Kirdford, Billingshurst, Adversane, Bury and Houghton.
- 5.91. The independent, non-profit charity Hoppa operates a community transport service in the area. The service was started in 2002 as a result of an initiative by SCC and WBC. The service offers travel to destinations including health centres, dental surgeries, day centre, supermarkets and village centres on demand.
- 5.92. There is a continuous footway on the eastern side of Loxwood Road from the Site to Alfold Crossways and Alfold. The footway links with other footways to provide access to the residential properties in the area.
- 5.93. Please refer to Section 3 of the Transport Assessment for further information on existing transport networks.
- 5.94. The services and facilities available are commensurate with the scale of Alfold and the Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.
- 5.95. On the basis of the proposed improvement works to the bus stops along Loxwood Road, and the proposed S106 contribution towards a Demand Responsive Bus Service (DRBS) to Cranleigh, it is considered sustainable transport opportunities have been maximised.
- 5.96. As such, it is considered the development proposal is compliant with LPP1 Policy SP1 which reflects the presumption in favour of sustainable development.

Flood risk / Drainage

- 5.97. LPP1 Policy CC4 (Flood Risk Management) confirms that development must be located, designed and laid out to ensure that it is safe; that the risk from flooding is minimised whilst not increasing the risk of flooding elsewhere; and that residual risks are safely managed. Sustainable drainage systems (SUDS) are required on major developments (10 or more dwellings or equivalent) and encouraged for smaller schemes.
- 5.98. NPPF Paragraphs 155 and 158 confirm that development should be focussed on sites which have a low risk of flooding (flood zone 1).
- 5.99. The application site falls within flood zone 1, and thus has the lowest probability of flooding and accords with the sequential approach to new development sought by the NPPF.
- 5.100. 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).
- 5.101. 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.
- 5.102. 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.
- 5.103. The proposed upstream conveyance network comprises SUDS planters/swales and permeably surfaced driveways.
- 5.104. The submitted Flood Risk Assessment concludes:

“The site is not considered to be at a significant or unmanageable risk of flooding from any of the other sources listed in the Flood and Water Management Act.”

- 5.105. As such, the proposed development fully complies with Policy CC4 and NPPF Paragraphs 155 and 158.

Sustainability and Energy

- 5.106. Policy CC1 (Climate Change) of LPP1 confirms that development will be supported where it contributes to mitigating and adapting to the impacts of climate change and CC2 (Sustainable Construction and Design) seeks to promote sustainable patterns of development and reduce the level of greenhouse gas emissions.

- 5.107. Policy CC3 (Renewable Energy Development) of LPP1 supports the inclusion of renewable energy measures within new development, though it requires potential adverse impacts such as noise, to be considered when locating and designing the renewable energy measures into the scheme.
- 5.108. Section 14 of the NPPF supports the inclusion of renewable and low carbon initiatives within development proposals, to help mitigate the impact on climate change.
- 5.109. The Surrey County Council 'Vehicular and Cycle Parking Guidance' 2018 outlines the following standards for the provision of electric vehicle charging points:

Residential Development	EV Charging Requirement	Charge Point Specification	Power Requirement
Houses:	1 fast charge socket per house.	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
Flats/Apartments C2 Care /Nursing Home C3 Elderly (Sheltered)	20% of available spaces to be fitted with a fast charge socket		
	A further 20% of available spaces to be provided with power supply to provide additional fast charge socket	Feeder pillar or equivalent permitting future connection.	230v AC 32 Amp Single Phase dedicated supply

Figure 8 - Surrey County Council standards for EVCPs

- 5.110. The development proposal includes 86 EVCPs, as thus is compliant with the relevant policy standards set out above.
- 5.111. As stated within the previous section of this Statement, the proposed development would include the following sustainability measures:
- Installation of 81.55 kWp of solar photovoltaic output across the site;
 - Specification of low energy internal lighting throughout the development;
 - Provision of internal recycling bins for recyclable waste in every kitchen;
 - Allocation of composting bins to all houses;
 - Ensuring internal potable water consumption of not more than 110 litres per person per day in every dwelling;
 - Supply of water butts to ensure recycling of rainwater;
 - Adoption of ecological enhancement measures to generate a 14.39% net gain in biodiversity;
 - Integration of sustainable drainage techniques across the site to ensure no increase in risk of flooding, either on site or nearby;
 - Specification of materials for main build and finishing elements that have the lowest environmental impact; and
 - The delivery of an air-tight build.

5.112. As such, it is considered the development proposal accords with the objectives of LPP1 Policies CC1 and CC2.

Please refer to the Energy & Sustainability Statement for further information.

Heritage and Archaeology

5.113. LPP1 Policy HA1 (Protection of Heritage Assets) seeks to conserve or enhance the significance of heritage assets and archaeological sites within the Borough.

5.114. Paragraph 194 of the NPPF confirms that any harm to the significance of designated heritage assets needs clear justification.

5.115. Four Grade II listed buildings are located in the wider local area:

- Grade II listed Pound and Little Pound (ref.1352751) is located c.100m to the south east of the Site;
- Grade II listed Waggoners Cottage (ref.1189462) is located c.310m to the north east of the Site;
- Grade II listed Orchard Cottage (ref.1044425) is located c.330m to the north east of the Site; and
- Grade II Carters Croft and Webly Cottage (ref.1352729) is located c.415m to the north of the Site.

5.116. The Pound and Little Pound is separated from the Site by a number of dense intervening planted boundaries that demark the rear gardens of 20th Century residential properties on the west side of Loxwood Road.

5.117. There is no known or legible historical association or functional relationship between the Site and the Pound and Little Pound. The Site is considered highly unlikely to have any appreciable visual relationship with this built heritage asset.

5.118. The Waggoners Cottage, Orchard Cottage, Carters Croft and Webly Cottage are separated from the Site by agricultural land, playing fields and existing residential development.

5.119. An Archaeology and Heritage Statement has been submitted which concludes:

“The site does not contain any extant features of archaeological or historical interest.”

5.120. As such, it is considered that the proposed development would not have any impact on the setting or significance of these heritage assets, and thus the scheme complies with LPP1 Policy HA1.

Agricultural Land

- 5.121. Saved Policy RD9 (Agricultural Land) of the Local Plan (2002) confirms that development proposed on land in Agricultural Land Classifications 1, 2 and 3a needs to justify why the development should override the protection of such land.
- 5.122. The Agricultural Land Classification of the Site is 3b and therefore the application proposal does not comprise the loss of the best and most versatile agricultural land. Please refer to the Agricultural Land Classification and Soil Resources provided at Appendix D for further information.
- 5.123. Saved Policy RD9 also confirms that “development will not be permitted which would result in the fragmentation of agricultural or horticultural holdings so as to seriously undermine the economic viability of the remaining holding.”
- 5.124. As the application site comprises only 5.91 hectares of the entire Springbok Estate site (which is approximately 100 hectares) and does not result in the fragmentation of the wider estate, the proposed development is considered to comply with this policy.

Lighting Assessment

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

Deliverability

- 5.126. The Site is under the single control of the applicants by way of an Option Agreement with the Landowner.
- 5.127. As demonstrated throughout this Statement there are no constraints that would impede development coming forward in a timely manner. The scale of development proposed does not make it necessary to provide significant infrastructure improvements. As a result, it is anticipated that development will start as soon as practically possible after the grant of planning permission.
- 5.128. The Site is available, sustainably located, and can deliver housing within the next 5 years. The proposal would contribute to the Council’s five-year housing land supply and help boost the supply of housing in line with the NPPF.

6. PLANNING OBLIGATIONS

Section 106 Draft Heads of Terms

- 6.1. Despite the progression of a CIL Charging Schedule, the Council retains the ability to utilise S106 Agreements, mainly with the provision of affordable housing and with predominately site-specific measures that are required to mitigate the impact of development.

- Affordable Housing – to secure the requisite number, type and phasing.

Community Infrastructure Levy (CIL)

- 6.2. The Waverley Borough Council CIL Charging Schedule was effective from 1 March 2019.
- 6.3. The relevant extract of the Charging Schedule is provided below:

Use	CIL rate
Residential dwellings – schemes of more than 10 units	£395 per sq. m (<i>where there is no SANG/SAMM tariff – Zone A</i>) ^(g) £372 per sq. m (<i>where the SANG/SAMM tariff is charged – Zone B</i>) ^(h)

- 6.4. As the Site is within Zone A, the CIL rate is £395 per sqm.
- 6.5. The Waverley Borough Council indexed CIL rates for 2020 are as follows:

Use	Zone	CIL Charging Schedule Rate (per sq. m)	Indexed 2020 CIL Rate: (per sq. m)
Residential dwellings – schemes of more than 10 units	Zone A	£395	£414.87
	Zone B	£372	£390.72

(Source: Annual CIL Rate Summary 2020)

7. **CONCLUSION**

7.1. This planning application seeks full planning permission for the:

“Demolition of Hollyoak and erection of 99 residential dwellings (including 30% affordable housing), associated highway and landscape works, and removal of oak subject to Tree Preservation Order 20/20.”

7.2. An absence of a 5 year housing land supply triggers Paragraph 11d of the Framework. As such, the Framework dictates that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

7.3. It is considered that the proposed development would accord with the Council's spatial strategy (Policy SP2) and with the development plan as a whole.

7.4. The proposed development would sustainably deliver housing in accordance with the spatial strategy for the area, on a site unconstrained by landscape designations and where there is a significant identified need for both market and affordable homes.

7.5. In terms of benefits:

- Given the Council can only demonstrate 4.22 years of housing land supply, the contribution of 99 dwellings (including 30 affordable housing units) must weigh significantly in favour of the application.
- The proposed housing would support the vitality of Alfold (Alfold Crossways) and the surrounding rural communities through spending within the local economy and its support for services and facilities is another matter which should weigh significantly in favour of the proposal.
- Costs and jobs associated with the construction of the dwellings would be for a temporary period and therefore would be a modest benefit of the proposal.
- The proposal will result in 14.3% biodiversity net gain on-site, supported by a net gain of 178 new trees on-site, which would be a further benefit of the proposal.

7.6. With regard to landscape, the LVA concludes that *“the proposed development has been carefully designed to mitigate sensitive views and will result in an acceptable level of effect on the visual amenity of users of the wider landscape beyond the site boundary.”* Therefore, it is considered that from a landscape perspective, the proposal would not have an adverse impact.

7.7. In terms of highways, the Transport Assessment concludes: *“The residual cumulative impact of the Proposed Development on the local highway cannot be considered severe in accordance with paragraph 109 of the NPPF. As a consequence, there are no highway or transport reasons that would prevent planning permission from being granted.”* Sustainable transport opportunities have been maximised.

- 7.8. The Site is well related to the village of Alfold and is not located in the Green Belt, the Surrey Hills AONB, an Area of Great Landscape Value (AGLV) or an area of flood risk; thus making it a sustainable site that is in the right location and available at the right time to boost the supply of housing within the Borough as required by Paragraphs 59 and 67 of the NPPF.
- 7.9. For the reasons given above, the proposal complies with the development plan as a whole and should be granted permission without delay as there are no material considerations to justify a refusal. Alternatively, if it is concluded that the proposal does conflict with the development plan, any such conflict should be given reduced weight due to the most important policies being “out of date”. The tilted balance is engaged and the significant benefits of the scheme are not significantly and demonstrably outweighed by the adverse impacts.