

BRAMLEY NEIGHBOURHOOD PLAN 2017 - 2032



BRAMLEY

Neighbourhood Plan

Borough: Waverley
County: Surrey
Plan Period: 2017 to 2032
Qualifying Body: Bramley Parish Council

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2 EXECUTIVE SUMMARY

- 2.1 Bramley is a civil parish in the north-east of Waverley Borough in Surrey. Almost entirely washed over by Green Belt, Bramley is also in the Surrey Hills Area of Outstanding Natural Beauty (AONB)¹ other than along its eastern edge. It has extensive deciduous and ancient woodland², and a long section of the decommissioned Wey and Arun Canal runs through it. The Downs Link, a major recreational footpath, cycleway and bridleway, which also serves as the main traffic free route through the principal settlement, is a notable feature. The population is approximately 3,670. House prices are expensive, even by Surrey standards, averaging £145,907 more than the Waverley and £310,000 more than the south-east averages. The biggest issue for residents, identified from the 2010 Parish Plan, is the volume, speed and vehicle-size of traffic on the A281 and its B and unclassified, C and D road tributaries. The A281 is the only north-south artery connecting Horsham to Guildford. Bramley is one of the most significant pinch points on this road, which is often congested, and a number of specific sites would benefit from safety improvements.
- 2.2 The Plan has identified four imperatives:
- making housing provision for young people and families and for older residents wishing to downsize;
 - supporting what is a vibrant local economy for a rural parish;
 - mitigating as far as possible the consequences of ever-increasing traffic while improving parking and communications infrastructure;
 - and managing sensitively the environment.
- 2.3 The Plan supports the Waverley Local Plan, which allocates to Bramley a minimum of 90 houses to be built prior to 2032. However, 87 of these are already built or have planning permission, so, if it does nothing, Bramley will probably meet its Waverley commitments from windfall sites. However, this plan believes that to support its objectives there is a need to go further than the Waverley minimum need by potentially enabling 97 houses in the plan period.
- 2.4 In this context, the spatial plan, Policy BNP-G1, supports development within the Bramley Settlement Boundary, on a small number of Allocated and potential Rural Exception Sites (RES) and on brownfield sites including conversions of mansions, outbuildings, agricultural and non-viable commercial buildings. Economic and commercial development and expansion is directed to four commercial centres: Bramley High Street (a Waverley Local Centre), Smithbrook Kilns, Birtley Courtyard and Bramley Business Centre. Policy BNP-G2 lays out criteria used to assess sites for housing.

¹ See Maps section of this plan, Figure M2.1

² See Maps section of this plan, Figure M3.1

- 2.5 Policy BNP-H1, the first of three housing policies, confirms that Bramley will meet its Waverley housing commitment but recognises a need to build up to 97 homes to meet population growth. Policy BNP-H2 guides developers to focus on the provision of smaller homes: majoring on two-bedroomed homes with some one and three bedroomed homes. Policy BNP-H3 recognises the significant elderly population in Bramley and supports development proposals targeted at older people.
- 2.6 One site in the Parish, at the Destination Triumph site, is allocated by the plan. This has the potential to deliver up to 8 homes over the plan timescale.
- 2.7 Environment related Policy BNP-E1 concludes that most of the Parish has Green Belt protection and sites that Bramley may wish to protect also have specific protections such as common land. Policy BNP-E3 seeks to preserve the status quo with regard to light pollution. The two routes that the Wey and Arun Canal Trust are considering through Bramley, the river route and Downs Link route are discussed in Appendix 9. A consultation was held within the Parish in December 2017 seeking the community's view on the potential options for future Downs Link use.³
- 2.8 The community policies identify and protect a number of Shared Spaces for Community Use (policy BNP-C1) and Sites of Community Importance (policy BNP-C2). Bramley has several schools and policy BNP-C3 supports any plans for expansion of those facilities that may emerge, subject to environmental policies and transport plans. Bramley Nursery and Infant School is deemed critical to Bramley.
- 2.9 The biggest infrastructure issue, the A281, cannot be addressed by this plan and must be addressed at a strategic level. However, policy BNP-I1 provides the criteria that developers must meet in order to maintain the status quo. Policy BNP-I2 seeks to ensure that sufficient parking will be made available. Policy BNP-I3 seeks to encourage journeys by foot and bicycle, and the investment to make those easier. Finally, policy BNP-I4 supports improvement to the currently inadequate mobile phone coverage.
- 2.10 Retail businesses and the Local Centre are supported in policy BNP-L1, with policy BNP-L2 supporting non-retail businesses at the four business centres designated in the Plan and mentioned earlier. The Plan encourages rural economy businesses connected to the land, including in Green Belt, in policy BNP-L3, while policy BNP-L4 supports the visitor economy.
- 2.11 Multiple areas for investment with Community Infrastructure Levy (CIL) funds have been identified by the Parish Council: most notably the provision of additional footpaths and cycleways, improvements to parking and traffic mitigation, and enhancements to public sites of community importance such as the Pavilion and play areas.

³ Current Local Plan policy M8 identifies the Downs Link path as a transport corridor to be safeguarded.

3 FOREWORD

3.1 Background to Bramley

3.1.1 Bramley is a civil parish located five kilometres south of Guildford, Surrey in Waverley Borough. The Parish, with the exception of its southern tip, is washed over by Green Belt. It is also entirely covered by the Surrey Hills AONB, except for a slim eastern strip including Bramley village. Bramley has extensive tracts of deciduous and ancient woodland⁴, is largely covered by the Open Greensand Hills Area of Landscape Value and has the Wey and Arun Canal River Floodplain Area of Landscape Value running along much of its eastern side.

3.1.2 The Parish has a population of approximately 3,670, the majority of whom live in Bramley village in the north-east of the Parish. Most of the other residents live in the hamlets of Thorncombe Street, Smithbrook, Rushett Common, Palmer's Cross and Grafham. There are scattered farms and large houses across the Parish. Living in Bramley, which is the third safest neighbourhood⁵ in one of the safest boroughs in the country, is attractive but limited to those with substantial house equity, capital or earnings who can afford to purchase property and to those able to afford high market rents or obtain social housing⁶. Only the impacts of inadequate transport infrastructure and the consequent volumes of traffic detract from the quality of life in the Parish.

3.1.3 The 2017 Housing Needs Report (HNR)⁷ produced alongside this plan confirms Bramley's average house prices are "£367,000 more than the average for England, £310,000 more than the south-east average and £145,907 more expensive than the average for Waverley. The house price ratio is 12.7 times the average salary. This means that to acquire an 80% mortgage a purchaser would need an annual household income of £115,000 (the average income for Waverley is £39,264)."

3.1.4 Despite its rural character, Bramley has significant commercial, educational and environmental activity, with over 150 businesses based in the Parish. It has a lively retail and community centre, which is unusually large for a village, located in the High Street. This includes two convenience stores that cater for everyday shopping needs, a butcher, greengrocer, hairdressers, multiple food shops and takeaways and a library. There are other commercial centres at Smithbrook Kilns, where some 50 retail and other commercial businesses are located, Birtley Courtyard, and Bramley Business Centre. The Parish has a school of national renown in St Catherine's, well-regarded other schools such as Bramley Infant School, and outstanding care provision through Birtley House, a facility recognised nationally. In addition, there are various private

⁴ See Maps section of this plan, Figure M3.1

⁵ Surrey Police provide crime rankings of the safest wards within Waverley Borough.

⁶ Social housing here refers to affordable housing as defined in NPPF 2021.

⁷ See Evidence B2 Bramley Housing Needs Report.

and council developments for senior residents including Waverley's Blunden Court senior living accommodation in the centre of the village.

- 3.1.5 The Parish has many footpaths, including a stretch of the well-used Downs Link which is a destination for walkers and cyclists from across the region.⁸ It has popular play areas for children, green spaces such as Gosden Common used for sports and recreation, and private Golf, Tennis and Bowls Clubs. The Parish has many societies and clubs and while a significant number of residents in the Parish use Bramley as just a commuting base (three stations on the Portsmouth Direct line into London being within 6.5 kilometres⁹), for many the thriving village community and rural environment so close to Godalming, Guildford and Cranleigh are important attractions. The closest railway station is at Shalford. Although this is not a typical commuting station, it is regularly used for local travel.
- 3.1.6 Bramley village has a large Conservation Area¹⁰ with nearly 100 listed buildings and many more locally listed. Its first historical record was in the Domesday Book where it was listed as Surrey's largest manor by value.
- 3.1.7 The A281, which runs north to south down the eastern side of the Parish, is the major transport artery. Its designation as an A road owes more to its status as the main road in the area than its capacity and design, both of which fall short of the norms expected for A roads. This congested road has almost no safe overtaking places in the 32 kilometres stretch between Guildford and Horsham. The topography of the Parish has resulted in ribbon developments along the A281, which in turn has led to most other roads and housing development feeding off it.
- 3.1.8 Traffic congestion, speeding and large lorries on narrow roads were the three most significant issues facing Bramley identified in the 2010 Parish Plan. Additional concerns are air quality as increasing vehicle movements have led to more frequent accidents involving drivers, cyclists and pedestrians. This concern about traffic was reinforced in the HNR, which states "the increase in traffic is clearly a major concern for local people." The main intersection in Bramley (A281 / Station Road / Snowdenham Lane) is widely known in the area as a major cause of congestion and the site of a disproportionately high number of road accidents compared to all other junctions in Bramley.

3.2 Document Structure

- 3.2.1 The plan structure follows the "Template: Structuring Your Neighbourhood Plan" (Planning England), and takes content and guidance from the "Effingham Neighbourhood Plan" (Guildford Borough) which was at an advanced stage of development when this plan was initiated, and which covers a parish that shares many of Bramley's characteristics. This plan has four documents:

⁸ See Maps section of this plan, Figures M5.1 and M5.2

⁹ Guildford, Godalming and Farncombe.

¹⁰ Waverley Borough Council, 2005 Bramley Conservation Area Appraisal SPD See Maps volume of this plan, Figure M6.1

- 3.2.1.1 This **Report** is the main document and contains analysis and policies. For readability, the aim has been to keep the report as short as possible while remaining consistent with achieving its objectives.
- 3.2.1.2 The **Appendices** document contains lists of data which are important but would make the report longer and unwieldy if included in the text. Material consigned to the appendices is listed in table 2.1

Appendix Number	Content
1	Bramley's roads
2	Surrey population projection
3	Waverley Local Plan document Part 1
4	Strategic views and vistas
5	Commonly used building materials in Bramley
6	Committed housing
7	Sites considered and rejected
8	Allocated Sites
9	Land at Smithbrook Kilns
10	Wey and Arun Canal
11	Questionnaire on the potential uses of the Downs Link
12	Commenters and contributors

Table 2.1: List of appendices

- 3.2.1.3 The planning process requires all assertions and policies to be supported by evidence. The **Evidence** document records all national, Surrey, Waverley and Bramley documents used as evidence and summarises what conclusions were drawn from them. Substantial parts of particularly critical and relevant documents such as the HNR are reproduced in their entirety.
- 3.2.1.4 The **Maps** document contains detailed maps which are referenced in the Report.
- 3.2.2 The reader need only read the Report to understand the plan and may use the Evidence document to understand what support exists for a particular position. They should use the Maps and Appendices documents as references to locate boundaries and sites and to review the lists of, for example, strategic views and vistas, Bramley streets, listed buildings and population projections. The report references Appendices, Evidence and Maps in footnotes at relevant points in the text.

3.3 **Thank You**

3.3.1 The support of the following individuals is gratefully acknowledged:

- Ian Motuel, Gayle Wootton, Katherine Dove, Alice Knowles and Sophie Piper from the Planning Policy team at Waverley Borough Council;
- Kathy Victor, Bramley Parish Clerk;

- Robert Stern (Chairman), Maurice Byham, Richard Farr, Tom Hughes, Patrick Molineux and Richard Seaborne who have formed the team that has generated this plan;
- Joe O’Connell of the Bramley Village Society, and Francesca Stern of Bramley Parish Council;
- Chris Bowden of Navigus Planning, who generated the Strategic Environmental Assessment (SEA) document.

3.4

Confirmation

The draft plan was examined by John Slater BA (hons), DMS, MRTPI and found to be sound, subject to a list of recommended amendments contained in his final report of 16th August 2021. These recommendations have been accepted by Bramley Parish Council and the draft plan amended accordingly. Acceptance of the final Plan is through referendum scheduled for 18th November 2021.

4 INTRODUCTION

4.1 What is a Neighbourhood Plan?

4.1.1 The following section describes the purpose of a Neighbourhood Plan. The Localism Act 2011 gave local communities the right to a significantly greater say in the future development of their locality. At the borough level, Waverley is developing its Local Plan but, the Localism Act allows for devolution of some of the planning decisions down a level to those towns and parishes that wish to produce a Neighbourhood Plan. This plan is:

4.1.1.1 Bramley's statement of how it wishes to develop residentially, commercially, environmentally and from the perspective of its infrastructure over the period to 2032;

4.1.1.2 Bramley's response to its housing allocation by Waverley Borough Council in the Waverley Local Plan (WLP), including formal input on the settlement boundary modifications submitted to Waverley in November 2017; and

4.1.1.3 a guide to homeowners, applicants for planning permission and developers for what will or will not be acceptable in Bramley Parish.

4.1.2 This plan will be submitted to Waverley after 24th January 2019. Therefore it has been written against National Planning Policy Framework (NPPF) 2021.

4.2 Why the Plan and Key Issues

4.2.1 Bramley is creating this plan to take control of its future development. It addresses four issues being those particularly highlighted as relevant and sensitive in the Parish Plan and HNR¹¹:

4.2.1.1 **Housing**, particularly the availability of homes for younger people and families to step onto the housing ladder, and for older residents to downsize to, in a parish with high average house prices;

4.2.1.2 The **local economy**, particularly maintaining Bramley as a thriving local commercial centre and an attractive base for rural economy businesses;

4.2.1.3 The **environment**, particularly the protection of green spaces, the rural character of the Parish and managing issues such as fostering sustainable development;

4.2.1.4 **Infrastructure**, particularly for safely managing the flow of traffic, which both the Parish Plan and HNR identified as the most significant issue facing the Parish, and for encouraging sustainable transport.

4.3 Ordnance Survey Map

See figure 4.1 below.

¹¹ See Evidence B1 Bramley Parish Plan, and B2 Housing Needs Survey and Report.

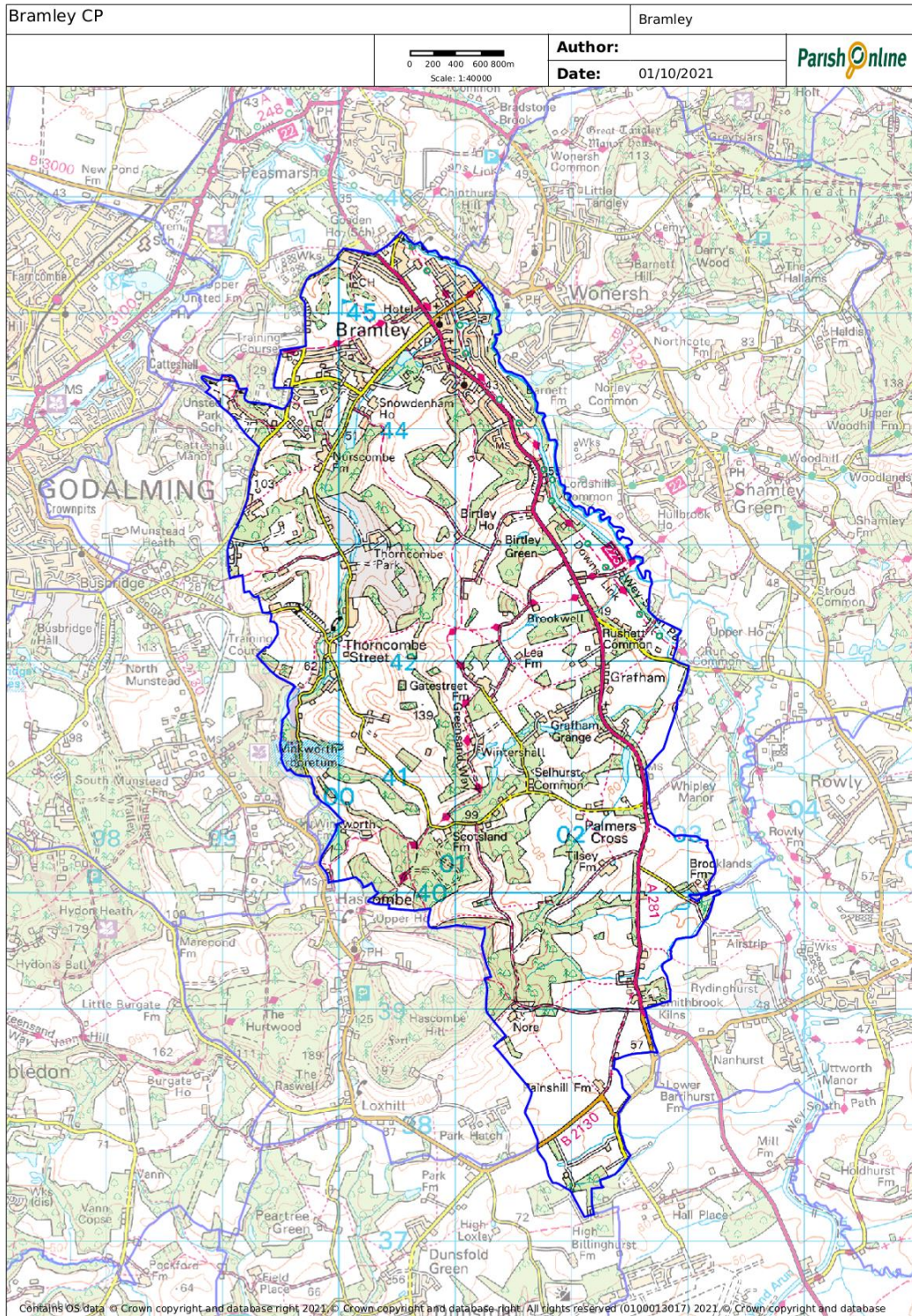


Figure 4.1: Ordnance Survey map of Bramley Parish

4.3.1 Bramley is a long, thin rural parish with most development in the north east within the Bramley village Settlement Boundary. It is bounded to the north by Shalford Parish, which is in Guildford Borough, to the east by Woneresh and Cranleigh, to the west by Busbridge and Hascombe, and to the south by

Dunsfold and Alfold. The A281 is the dominant transport route which runs down the eastern length of the Parish.

4.3.2 Critical to planning decisions around the village is the current Settlement Boundary (see figure 4.2). Different planning considerations apply inside and outside of the Settlement Boundary. Simplistically, development is generally allowed within the Settlement Boundary subject to adherence to Green Belt Policy and other policies such as protecting the Conservation Area, and to Waverley's usual planning rules because it is a built-up area. The area within the Settlement Boundary is washed over by the Green Belt, but NPPF 2021 allows limited development¹². Land outside the Settlement Boundary is mainly within the Green Belt and the AONB, so development is generally not allowed except that the NPPF 2021 policy permits development where very special circumstances have been demonstrated, or on brownfield land. Because of the importance of the Settlement Boundary, a further map is presented here with the Settlement Boundary shown in black (the Parish boundary is shown in blue). It is the intent of this plan to incorporate modifications to the current Settlement Boundary, as proposed by Waverley in draft Local Plan part 2 (LPP2).

¹² See para 149 & 150 of NPPF 2021

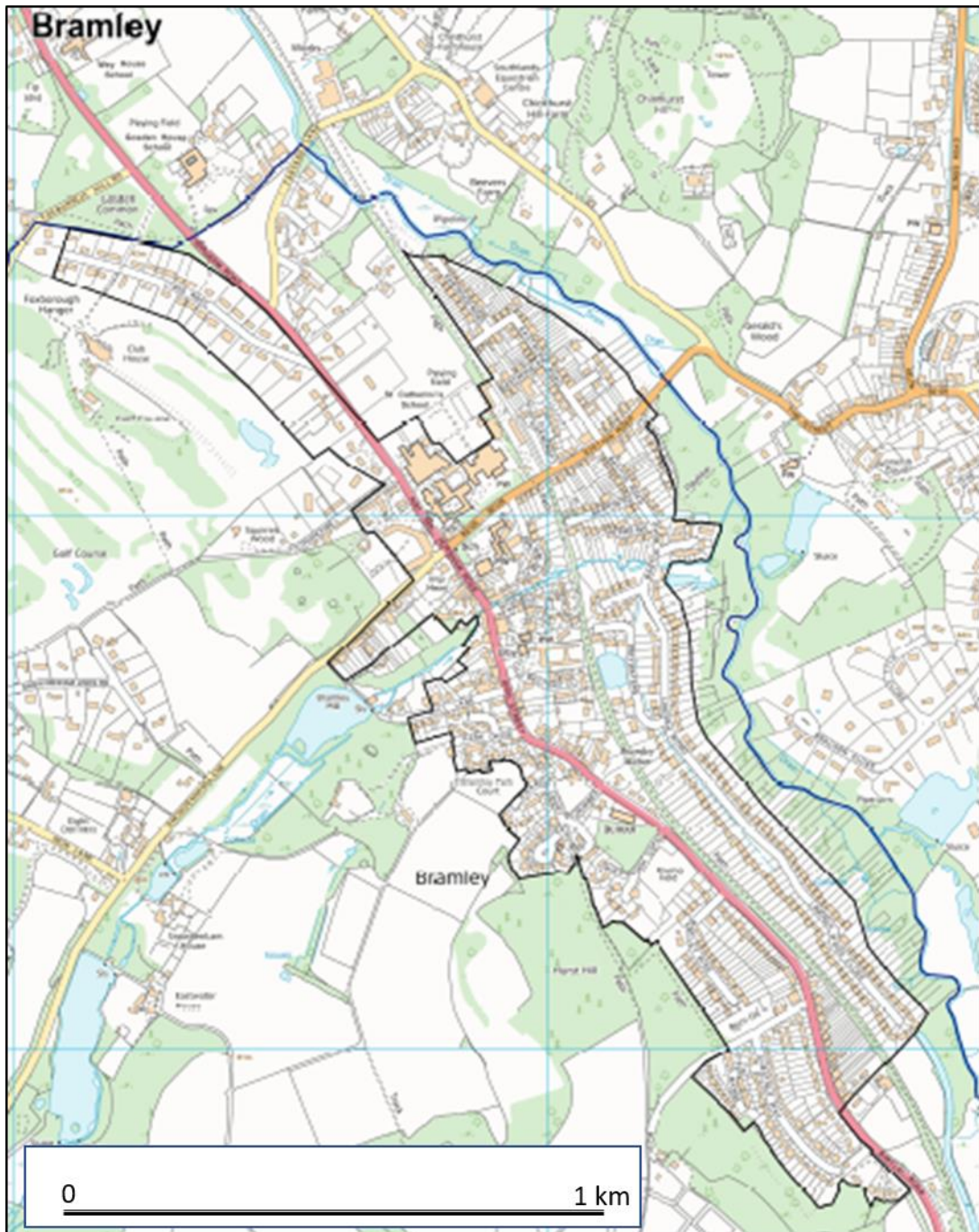


Figure 4.2: Bramley Village Settlement Boundary.

4.4 **Local Planning Authority**

4.4.1 Bramley Parish is in Waverley Borough, and this plan conforms generally with the Waverley Local Plan Part 1 (LPP1) and takes account of national planning policy in NPPF 2021. Waverley designated Bramley as a Neighbourhood Plan Area in April 2017.

4.5 **Plan Period**

- 4.5.1 The period covered by this plan is 15 years with an end date of 2032 to coincide with the WLP; because this plan must deliver on Bramley's housing allocation within the WLP and fit with that plan's policies it is logical that they co-terminate.

5 BRAMLEY AREA

5.1 Description of Bramley and Characteristics

5.1.1 Statistics¹³

- 5.1.1.1 The following material is drawn principally from the 2011 national census. In 2011, Bramley had a total population of 3,559, of which 1,644 were males and 1,915 females. 764 residents were children (21.7%) aged 0-15 against the Waverley average of 19.8%. While Bramley had more children than the Waverley average, it had fewer young adults, with 319 (8.9%) in the 16-24 age range against 9.3% in Waverley, and 5.2% in Bramley in the 18-24 age bracket against Waverley's 6.4%.
- 5.1.1.2 Bramley's average household size of 2.37 was similar to that of Waverley at 2.38. However, 6.8% of Bramley's residents lived in communal establishments against the Waverley average of 3.6% reflecting the significant Bramley population in sheltered housing and resident in schools.
- 5.1.1.3 Bramley had 1,397 dwellings, with 404 (28.9%) being single person households against Waverley's 27.8% average. 12.1% of Bramley's homes had one bedroom, higher than Waverley's 10.2% average, but only 20.1% had two bedrooms against 23.2%. While three- and four-bedroomed homes in Bramley represented a similar proportion to that in Waverley, Bramley had 11.6% of homes with five or more bedrooms against Waverley's 9.8%. Bramley recorded 51 (3.7%) of overcrowded homes against Waverley's 4.7%. 608 houses were detached, 388 semi-detached, 186 terraced, 208 were flats and there were 5 households in non-permanent accommodation. 396 houses (28.3%) had dependent children, while 38 (2.7%) had a lone parent with dependent children. **Bramley has a greater number of large detached houses than the Waverley average, and many more than the Surrey and England average. Conversely it has fewer two-bedroomed and terraced and semi-detached homes.**
- 5.1.1.4 69.9%, or 1,698 people, in the 16 to 74 age range were economically active (893 in full-time employment), with 30.1% (732 people) being economically inactive, the largest group of 359 (14.8%) being retired. Bramley had 136 people (3.8%) aged 85+ against Waverley's 3.2%. A further 613 (17.2%) were aged 64-84. With 21.0% of the population being aged 64 and over against Waverley's 19.6% and Surrey's 17.1%, Bramley had a relatively higher older population. 403 houses (28.8%) contained people aged 65+ only. 312 of Bramley's residents, amounting to 8.8% of the population provided unpaid care to friends or relatives against Waverley's 9.9%, and there were 476 people (13.4%) whose day to day activities were limited by long-term illness or disability. **This high proportion of elderly people and those receiving care indicates the need to ensure that there is adequate provision for these groups.**

¹³ See Evidence N1 2011 Census.

5.1.1.5 1,001 Bramley homes were owned (71.7%) against 73.7% in Waverley, while 193 were let at social rents (14.0%), and 172 (12.3%) privately rented. Waverley's average for social renting was 12.3% and private renting 11.3%. This reinforces the observation that, for a village, Bramley has a relatively high proportion of rented homes. Waverley's rental estate typically forms a larger proportion of the housing stock in towns than in the villages.

5.1.1.6 Although the number of homes in Bramley with no cars at 11.4% was similar to Waverley at 11.9%, Waverley had 40% of houses with two or more cars, while Bramley had 53.5% and 2,294 cars in total. **The consequences of this high house:car ratio is seen in parking black-spots in the village. Addressing the parking aspects of new developments is an important aspect of this plan.**

5.1.2 **Settlements** ¹⁴

The Waverley Settlement Hierarchy designates six discrete settlements within the Parish.

5.1.2.1 Bramley (Village)

5.1.2.1.1 Bramley has a current Settlement Boundary which was defined for the purposes of policy RD1 in the 2002 Local Plan and was proposed to be modified slightly in 2018 under work for the Waverley Local Plan Part 2 to include new developments in the Park Drive / Ricardo Court area. The Village is predominantly enclosed by this Settlement Boundary and is one of the largest villages in Waverley. It is situated in the north east of the Borough adjacent to Guildford Borough. Development is centred around the crossroads formed by Station Road, Snowdenham Lane and the A281 Horsham Road/ High Street.

5.1.2.1.2 Housing development is dense in places, but in general there is a good mix of housing types in the centre of the village, ranging from small units to larger listed dwellings. There are several long cul-de-sacs such as Linersh Wood and Eastwood Road that run parallel to the A281. These roads are characterised by having detached and semi-detached dwellings on long narrow plots with little space in between them.

5.1.2.1.3 Bramley is surrounded by countryside containing many large properties in substantial grounds.

5.1.2.1.4 Bramley has its own, community-run, well-used permanent library, which also serves other parishes. It has a state infant and nursery school and the community has access to facilities in St. Catherine's private school. Bramley is within 8 kilometres of Godalming and Cranleigh which have several Surrey County Council maintained schools. These cater for 3 to 16-year olds, and Godalming College for further education. Waverley Borough Council senior living accommodation (Blunden Court) also hosts a weekly day centre for the elderly.

¹⁴ See Evidence W2 Waverley Settlement Hierarchy Factual Update 2012.

- 5.1.2.1.5 Bramley has a number of shops including two convenience shops, a butcher, a greengrocer, a petrol station and a range of restaurants and two public houses. The Bramley Parish Plan¹⁵ highlighted the concerns of some residents about parking and the loss of the more traditional shops, and was supportive of the post office in the village.
- 5.1.2.1.6 Bramley has a range of employment opportunities for local people. Shops in the High Street employ about 100 people, and a business park on Station Road has 16 units employing about 50 staff. Eight units at Birtley Courtyard to the south of the village, employing 30 staff were similarly fully occupied. St. Catherine's school employs 50 support staff over and above a large number of teachers. There is an increasing number of people working from home in Bramley. Currently some 14% of the work age population work from home in the village and surrounding area.
- 5.1.2.1.7 Access to public transport includes a regular 20-minute bus service between Guildford and Cranleigh via Wonersh, and an hourly / two hourly service Guildford to Cranleigh via Nanhurst crossroads.
- 5.1.2.1.8 The disused railway line which runs from Guildford to Horsham and then on to the south coast runs through Bramley. This has long been established as a recreational route for walkers, cyclists and horse-riders. The re-opening of the route as a railway line was examined in 1997 and rejected. However, **the Downs Link was recognised as an important movement corridor and is protected under policy M8 of the Waverley Borough Local Plan 2002.**
- 5.1.2.1.9 Bramley's Parish Plan, adopted in 2010, identified transport and traffic as the most commonly identified problems in the village, in particular the volume and speed of heavy lorries, other vehicles, speed and congestion particularly during school run times.
- 5.1.2.2 Birtley Green (Hamlet)
- 5.1.2.2.1 Birtley Green is a small rural hamlet situated to the east of the A281 and west of the Downs Link, 1 km south of Bramley. It comprises 12 dwellings and has no other community amenities, though Bramley Tennis Club, Birtley House residential care home and Birtley Courtyard commercial site are all located within walking distance to the north of Birtley Green. There are three Grade II listed houses together with a further five buildings which can be considered to have some architectural interest. The dwellings range from mid-16th (timber frame), to mid-19th Century houses. There is also a pond to the rear of the Old House making an attractive contribution to the rural scene. Most of the hamlet is covered by the Birtley Green Conservation Area which was designated in 1989.
- 5.1.2.3 Grafham (Hamlet)
- 5.1.2.3.1 Grafham is a small rural hamlet situated on either side of the A281, 2km south of Bramley. It comprises under 20 dwellings, one church, a meeting

¹⁵ See Evidence B1 Bramley Parish Plan 2010.

room and a cricket pitch and pavilion. Grafham Grange, the former home of architect Henry Woodyer, is a special needs school which offers limited employment opportunities. There are no Surrey County Council maintained schools located within Grafham. There are no shops. Grafham is on the route of a bus service linking Cranleigh to Guildford.

5.1.2.4 Thorncombe Street (Hamlet)

5.1.2.4.1 Thorncombe Street is a small rural hamlet made up of mainly residential properties and farms. It is located some 3.5 km to the south west of Bramley village. Thorncombe Street has no community facilities, and no public transport. Part of Thorncombe Street, comprising 11 old cottages of historic interest (four listed) spaced along the lane within the attractive setting of a valley with a well wooded stream with steep banks, was designated a Conservation Area in 1982.

5.1.2.5 Palmer's Cross (Hamlet)

5.1.2.5.1 Palmers Cross is a very small rural hamlet situated on the A281, 3.5km to the south of Bramley, made up of mainly residential properties, 10 of which are listed. There are no community facilities. There are several small businesses to the south, where Whitley Farm has diversified. However, Whitley Manor Farm is within Wonersh Parish and outside the scope of this plan. Within this settlement, and in Bramley Parish, is the Wintershall Farm estate, which is also the venue for theatrical productions several times per year. Gate Street Barn, a popular wedding venue, is situated in Palmers Cross. There are no Surrey County Council maintained schools located within Palmer's Cross. There is access to public transport as Palmer's Cross is on a bus route linking Cranleigh to Guildford.

5.1.2.6 Rushett Common (Hamlet)

5.1.2.6.1 Rushett Common is a small rural hamlet made up of residential properties around the junction of the A281 with Run Common Road, just to the north of Grafham. It has no community facilities. Residents are serviced locally by Bramley village and further beyond by Cranleigh, Godalming and Guildford.

5.1.2.6.2 There are no Surrey County Council maintained schools located within Rushett Common, with the closest education facilities for ages 3-16 located in Cranleigh or Godalming and an infant school to the north in Bramley.

5.1.2.6.3 Access to public transport is via a bus route linking Cranleigh and Horsham to Guildford. There is access from this settlement to an existing off-carriageway route on the Surrey Cycle network.

5.1.2.7 Smithbrook (Hamlet)

5.1.2.7.1 Smithbrook is a small rural hamlet made up of 27 residential properties built alongside the A281. Smithbrook Kilns is the biggest employment centre in Bramley Parish, with about 50 businesses employing approximately 200 staff. It has 15 one- and two-bedroomed flats. Smithbrook Kilns is a shopping destination with a restaurant, craft and other shops as well as businesses not

serving the public directly. Smithbrook Barns, across the road, has further commercial and residential property. Located at the southern end of the Parish it is closer to Cranleigh than Bramley and is largely served from there. It has a regular bus service to Guildford and Cranleigh and is accessible to Cranleigh by car and bicycle.

5.1.3 **Roads** ¹⁶

5.1.3.1 The 2011 census records 1,393 houses in the Parish. Most are in Bramley village, mainly within the Settlement Boundary. The road network is dominated by the A281 running north/south. All B, C and D roads feed from and connect to this road. Congestion, speed and lorry traffic on the A281 were the three most significant issues identified in the Parish Plan¹⁷ since when the quantity of traffic has gone up and accident numbers increased, heightening the original concerns and adding concerns about air quality and safety. **A281 traffic is the most significant strategic planning issue and the reason for Bramley's resistance to large-scale development at Dunsfold Park.**

5.1.3.2 358 houses (26%) are located on eight roads accessed from the crossroads of Barton and Eastwood Roads with Station Road. This is one of the main village traffic pinch points. **A further 225 (16%) houses within the Settlement Boundary are along the A281, which is the major road through the Parish. Many of these houses face considerable issues of traffic noise, congestion and in some cases vibration. A further 527 houses (328) are within the Settlement Boundary off roads that feed onto the A281 and face considerable traffic congestion issues.**

5.1.3.3 The remaining 283 houses are outside the main area of the village in surrounding roads adjacent to the village, and in the hamlets.

5.1.3.4 Bramley has Waverley Borough Council-owned housing in 12 roads. 89 former Council houses are now privately owned while 193 (14% of total homes) remain as Council property. All these houses are within the Settlement Boundary. This level of social housing¹⁸ does provide a better balance of affordability for living in Bramley than might otherwise be anticipated for a large village. **However, there remains insufficient affordable housing, and lower cost private housing for purchase or rent.**

5.1.4 **Landscape** ¹⁹

5.1.4.1 GO6: Bramley West Open Greensand Hills

5.1.4.1.1 The Bramley West Open Greensand Hills Character Area is located to the south-west of Bramley. It is defined by adjacent woodland, the underlying

¹⁶ See Evidence W5 Electoral Register.

¹⁷ See Evidence B1 Bramley Parish Plan.

¹⁸ Evidence B2 Bramley Housing Needs Report.

¹⁹ See Evidence S1 Landscape Character Assessment 2015.

greensand geology and the edge of Bramley parish to the north-east. The boundary follows woodland and settlement edges, and other recognisable features such as roads and field boundaries. **Except for small areas to the north and east, the character area is within the Surrey Hills AONB.**

- 5.1.4.1.2 It is based mainly on the Hythe Formation Sandstone and Bargate Sandstone Member, underlain in places by Atherfield Clay Formation Mudstone. It has complex, undulating topography, with a local ridgeline running through the centre of the character area. To the west of the ridge, land falls to a watercourse which runs between Bramley and Winkworth. To the south and east, the landscape falls towards the River Wey river floodplain, Arun Canal, and the Low Weald.
- 5.1.4.1.3 The area consists mainly of irregular shaped, medium scale pastoral fields, with occasional larger arable fields. Boundary vegetation is limited in several areas, but small dispersed woodland blocks, tree belts, notably along the steep slopes, and mature trees are present across the character area. There are several ancient woodlands, particularly towards the south-east of the character area. Thorncombe Park is located to the west of the character area, and Bramley golf course occupies the northern end of the character area.
- 5.1.4.1.4 High vantage points allow views across the character area, including views of woodland on the Greensand Hills to the west.
- 5.1.4.1.5 Rural lanes pass through the western part of the character area, but except for a short length of the A281, access into the eastern part of the character area relies more on informal tracks and a comprehensive network of public rights of way, including the Greensand Way recreational path and a short length of the Downs Link recreational path. A short length of the Fox Way recreational path passes through the northern part of the character area.
- 5.1.4.1.6 The character area abuts the edge of Bramley and includes small areas of settlement including Thorncombe Street. Settlement elsewhere is relatively sparse, consisting of occasional isolated farmsteads and large houses.
- 5.1.4.1.7 The character area includes narrow strips of registered common land in the south-east, such as Rushett Common and Selhurst Common, and includes the Thorncombe Street Bramley and Birtley Green Bramley Conservation Areas.²⁰ Great Brook Wood, and Brookwell Wood and Meadow, to the south and east of the character area are designated as Sites of Nature Conservation Interest.
- 5.1.4.1.8 It is a rural, relatively undisturbed landscape, with a sense of tranquillity and remoteness in most areas, particularly towards the south.
- 5.1.4.2 RF9: Wey and Arun Canal River Floodplain
- 5.1.4.2.1 The Wey and Arun Canal River Floodplain is a narrow character area, running roughly north-south from Bramley, along Cranleigh Waters and the adjacent,

²⁰ Waverley Borough Council, 1982 Thorncombe Street, Bramley Conservation Area. Waverley Borough Council, 1989 Birtley Green, Bramley Conservation Area. See Maps volume of this plan, Figures M6.2 and M6.3.

partly restored, Wey and Arun Canal. The boundary of the character area broadly follows the edge of the flood zone, although where possible, the boundary is taken to nearby easily recognisable features such as roads or field boundaries. The character area is outside the Surrey Hills AONB.

- 5.1.4.2.2 It consists mainly of pasture, with riparian vegetation including large mature trees and includes occasional arable fields and the edges of large arable fields which extend beyond the boundary of the character area. It has irregular, mainly small scale, fields with some hedges, ditches and tree lines.
- 5.1.4.2.3 It has views along the length of the flood plain, but surrounding vegetation obscures or frames distant views. Occasional road and foot bridges cross the character area, but there is generally limited access.
- 5.1.4.2.4 The Downs Link recreational path, which connects the North Downs Way and South Downs Way National Trails, crosses and runs alongside the northern half of the character area, along the dismantled Cranleigh railway line. The Wey and Arun Canal, which once connected the Thames in London, to the sea at Littlehampton, is of historic importance.
- 5.1.4.2.5 A short stretch of the Wey to the south-west of Westland Farm is designated as a Site of Nature Conservation Interest. It is a relatively tranquil, remote riparian character area, appearing as a local feature within the wider landscape.
- 5.1.4.2.6 The strategy for River Floodplain is to conserve the rural, secluded areas of landscape with its river channels, pastures, wetlands and woodland, along with historic infrastructure and buildings associated with the Wey Navigation and the Wey and Arun Canal, and resist further development within the Thames and Blackwater floodplains. Elements to be enhanced are the management of the pastures, woodlands and ditchline willows associated with the river corridors, and possible continued restoration of the Wey and Arun Canal.

5.1.5 **Population Projection**

- 5.1.5.1 The 2015 West Surrey Strategic Housing Market Assessment (SHMA)²¹ provides the population projections for the WLP. The SHMA uses the 2012-based Sub-National Population Projections which were published in 2015.
- 5.1.5.2 In the WLP, housing allocation is based first on the size of the settlement (as set out in the Waverley Settlement Hierarchy²²); secondly the allocation is based on the constraints in that location, particularly Green Belt and AONB. Unlike the other large villages, the Green Belt review did not recommend that Bramley should be inset from the Green Belt and did not indicate that there were any areas suitable for removal from the Green Belt in Bramley. The housing allocation for Bramley is therefore lower than the allocation for the

²¹ West Surrey Strategic Market Assessment September 2016 Prepared by GL Hearn Limited

²² Waverley Settlement Hierarchy 2010 and Factual Update 2012

other large villages and a target of a minimum of 90 net new dwellings was allocated to Bramley in LPP1.

5.1.5.3 Bramley's population growth over the period of this plan (recorded as 3,559 in the 2011 census and estimated as 3,670 in 2017) will therefore depend on the number of new dwellings built during this period.

5.1.6 **House Prices²³**

5.1.6.1 Rightmove records that most of the house sales in Bramley in the year to May 2017 were detached properties, which, on average, sold for £1,011,416. Semi-detached properties had an average sold price of £581,134 and flats averaged at £221,833. Bramley, with an overall average price of £690,975, was substantially more expensive than nearby Shalford (£580,778) and Farncombe (£380,492) but was cheaper than Shamley Green (£780,000). As at May 2017, house prices in Bramley were 6% up on 2011 when they averaged at £650,093. While these data cover an area not exactly coincidental with the Parish, they are indicative of what might be expected from within the Parish boundaries.

5.1.6.2 The Housing Needs Report²⁴ reinforces the difficulty for most of affording the price of housing in Bramley. Even under the Government's Help to Buy scheme "Taking the average house price in Surrey at £484,735, allowing for the maximum £120,000 loan and minus a 5% deposit the purchaser would still need to have an income of just under £100,000 per annum (assuming a 3.5 loan to value ratio)." And Bramley has an average house price very significantly above the Surrey average.

5.1.7 **Education**

5.1.7.1 The Parish of Bramley offers a significant amount of educational provision, however there are notable gaps, which require pupils in certain groups to travel to schools in adjacent villages or the towns of Guildford, Cranleigh and Godalming.

5.1.7.2 Bramley C of E (Voluntary Aided) Infant and Nursery School provides single class entry for children up to year 2 (age 7) with Infant School capacity of 84. The school is well established and was rated as Outstanding when last fully inspected by OFSTED in March 2019.

5.1.7.3 There is no state provision in the Parish for children in Years 3 to 6 (age 8-11). Most pupils in this age group attend Tillingbourne Junior School in Chilworth, which is 4 km away. Alternative options exist at Wonersh and Shamley Green C of E Primary School (3 km), Busbridge Junior School (5 km) and St Cuthbert Mayne Catholic Primary School in Cranleigh (10 km).

5.1.7.4 There is no Independent sector preparatory provision for boys in the Parish. Nearby day pupil preparatory options with provision for boys include the co-

²³ Extracted from Rightmove website on 08/05/2017.

²⁴ See Evidence B2 Bramley Housing Needs Report

educational Longacre School in Shamley Green (4 km), co-educational Cranleigh Preparatory School (9 km) and boys-only Lanesborough Preparatory School in Guildford (6.6 km).

- 5.1.7.5 St Catherine's is an academically selective independent Church of England School for girls with a nationally recognised record of academic and extra-curricular achievement. The school hosts 900 pupils in total, aged 4-18. The Preparatory School educates some 260 day girls from Reception to Year 6 (age 4-11). St Catherine's Senior School offers around 640 places to girls in Years 7 to 13 (age 12-18), of which 160 are boarders and 170 are in the Sixth Form. Guildford High School and Tormead senior schools in Guildford offer alternative choices of senior education for girls in the Independent sector.
- 5.1.7.6 There is no State provision for senior schooling in the Parish. Pupils requiring a senior education in the State sector typically attend Glebelands School in Cranleigh (9 km), or Broadwater School in Godalming (6.5 km), neither of which have sixth forms or Guildford County School (6 km) and St Peter's Catholic School in Guildford (9 km), both of which have sixth form places. All of these options are co-educational.
- 5.1.7.7 Sixth form provision is available at Godalming Sixth Form College (8 km) and Guildford College of Further and Higher Education (9.5 km). In the Independent sector, senior day schooling for boys is available at Royal Grammar School in Guildford (6.5 km) and Cranleigh (9 km). Cranleigh School is co-educational for Years 9 to 13 (age 13-18).
- 5.1.7.8 Special needs education is provided at two schools within the Parish. The first of these is Grafham Grange School, which is a special school for boys. The school has charitable, non-maintained status. It offers 44 weekly residential boarding places and day provision for up to 52 students, referred from local authorities across the south of England from the age of 10 to 16 (Year 6 to Year 11). Students have statements of special educational needs and/or Education, Health and Care plans with SEMH (social, emotional and mental health) as their primary identified need, though most students have additional special educational needs such as autistic spectrum conditions, speech, language and communication difficulties, attention deficit hyperactivity disorder (ADHD), opposition defiance, medical conditions and attachment disorders.
- 5.1.7.9 Unsted Park School provides specialist education and care to young people aged 7 to 19 years with high functioning autism, Asperger Syndrome and associated disorders through day, weekly or termly residential placements.
- 5.1.7.10 An additional special needs school immediately adjacent to Bramley Parish is Gosden House School, which is a state funded community special school for children aged 4 to 16 years.

5.2 **Key Points and Land Use Issues**

The key points drawn from the above evidence base that this Plan must address are:

- 5.2.1 **Housing: Bramley must make effective provision for young people and families seeking their first individual home or first family home. Accommodation in Bramley is unaffordable for too many local people looking to live locally who lack significant capital and earnings. Bramley has a high proportion of elderly people and stands to benefit by making provision for them to downsize, and as required move into progressively more sheltered accommodation, thereby releasing a number of 4- to 5-bedroomed houses onto the housing market.**
- 5.2.2 **Local economy:** Bramley has significant commercial centres and major employers such as Smithbrook Kilns, St Catherine’s School and Birtley House. Some businesses have national and international reach and reputation. **Commercially, educationally and environmentally, Bramley is much more than a village with some shops. This plan recognises the need to support Bramley-based businesses in the existing commercial centres and encourage sustainable new businesses relevant to Bramley’s rural environment, such as forestry, and food and drink production.**
- 5.2.3 **Infrastructure:** Roads that are congested during peak periods, insufficient parking and inadequate mobile telecommunications infrastructure detract from the quality of life in Bramley. The A281 runs through the centre of Bramley and there is inadequate peak-demand parking in places within the Settlement Boundary including for the High Street, Eastwood Road, Barton Road and The Coombes. **This plan seeks to minimise any further congestion and ensure that adequate parking provision is made.**
- 5.2.4 **Environment:** The Parish has important landscapes: both the Greensand Open Hills and the Wey And Arun Canal River Floodplain. It also has significant forestry land. **All development must be sensitive to the character of these landscapes and seek to improve them.**
- 5.2.5 Seven, sometimes overlapping, categories and definitions of land have been identified. Each has specific land use issues that this Plan must address:
- 5.2.5.1 **Green Belt:** Green Belt washes over almost the whole Parish except the southern tip. A key issue for the Parish is whether further limited development in the Green Belt, both inside and outside the Settlement Boundary, takes place consistent with Waverley and national policy. Bramley is the only settlement in Waverley where a significant development (of 24 houses) has been granted planning permission outside the Settlement Boundary but in Green Belt. Exceptional circumstances to allow green belt release cannot be determined through a neighbourhood plan. Very special circumstances for certain types of development to be allowed can be determined at the planning application stage.
- 5.2.5.2 **Settlement Boundary:** The Settlement Boundary is the formally designated area around the most populous part of Bramley village defined in the Waverley Local Plan 2002 and proposed to be modified slightly in 2020 under work for the Waverley Local Plan Part 2 to include new developments in the

Park Drive / Ricardo Court area. This plan seeks to determine how much more housing can be supported within the Settlement Boundary.

- 5.2.5.3 **Conservation Area:** Within the Settlement Boundary, the Conservation Area is a formally designated area that includes much of the older part of Bramley village. Appropriate development within the conservation area is determined by the NPPF 2021.
- 5.2.5.4 **Commercial Centres:** The High Street is the heart of the Local Centre as defined in the WLP. This plan seeks to determine how the High Street will be allowed to evolve. **However, there are other important commercial centres at Smithbrook Kilns with about 50 businesses, Bramley Business Centre and Birtley Courtyard and the plan seeks to support these centres.**
- 5.2.5.5 **Transport:** Road use in the Parish is dominated by the A281 running north south. This plan seeks to lay out Bramley's policy regarding the A281, local B, C and D roads, footpaths (including the Downs Link), rivers (primarily the Cranleigh Waters and its tributaries) and the extant parts of the Wey and Arun Canal. **Many planning developments or decisions of any size must have traffic implications including congestion and parking as a significant consideration.**
- 5.2.5.6 **Estates:** Bramley has several large houses, or groups of houses, with significant land which may or may not be agricultural. The plan seeks to determine whether and what development may occur on such estates in the future. **Historically, Bramley has achieved considerably more housing capacity from development on estates such as Birtley House and Snowdenham Hall and this plan seeks to define Bramley's approach to any future such developments.**
- 5.2.5.7 **Agricultural Land:** *Most* of the Parish is agricultural land. This plan seeks to determine the approach to planning decisions related to any building or infrastructure development on agricultural land.

6 PLANNING POLICY

6.1 This section describes, first, those parts and policies of the WLP particularly relevant to Bramley; secondly, the particular planning issues and constraints which these policies create for Bramley; and thirdly summarises the key findings from the Bramley HNR. If the previous section described Bramley's **characteristics and requirements** from a planning perspective, this section describes Bramley's **challenges, constraints and issues** in meeting those requirements.

6.2 Waverley Local Plan and Planning Policies

6.2.1 This Plan must be consistent with, and seeks to deliver on those parts of the WLP relevant to Bramley, and these are identified and described below. In particular, where Bramley is named in a policy it is important that Bramley understands the implications.

6.2.2 Waverley has an extensive set of planning evidence that has informed the WLP, and this is summarised below. The Bramley Neighbourhood Plan will form part of the development plan alongside Waverley LPP1 and retained local plan 2002 policies and therefore the Bramley Neighbourhood Plan seeks to avoid duplication of these policies.

6.2.3 Bramley is noted as one of the "Communities with Local Services" alongside, e.g. Witley, below Waverley's four "Communities with Key Services" of Farnham, Godalming, Haslemere and Cranleigh. The WLP spatial strategy allows for moderate levels of development in and around large villages subject to the Council's approach to Green Belt. However, Bramley is specifically identified as having more limited scope for development because of Green Belt constraints²⁵.

6.2.4 The WLP accepts the Green Belt Review which determined that Bramley remains washed over by Green Belt albeit with the potential for some minor changes to the settlement boundary to reflect limited infill.

6.2.5 **The WLP allocates 90 new homes for Bramley to accommodate between April 2013 to 2032.** This excludes any allocation to Bramley from the 185 windfall dwellings that are to be delivered in the 4 larger and 7 smaller villages²⁶. However, against an original target of 90, 95 net new homes have already been built or planning permission granted²⁷. It is important to note therefore that without any allocated sites or additional developments, Bramley should achieve its designated housing allocation in the WLP from windfall sites that will appear. **Bramley could choose to do nothing further about housing and still meet its Waverley obligations. However, this would not meet the Plan's objectives or help those people unable to find homes in the Parish.**

²⁵ See Evidence W3 Waverley Local Plan Part 1 Policy SP2.

²⁶ See Evidence W3 Waverley Local Plan Part 1 Policy ALH1.

²⁷ See Appendix 6 Committed Housing, and Evidence W7 Five Year Land Supply.

- 6.2.6 Alongside Farncombe and Milford, Bramley is one of three designated Local Centres in the Waverley Retail Hierarchy which provide an essential service to those seeking to shop locally, provide employment and reduce traffic. **The WLP states that the retail role and function of Bramley will be safeguarded and consolidated. Furthermore, it states that proposals to provide new small-scale facilities in keeping with Bramley’s role will be supported²⁸.**
- 6.2.7 Waverley notes the significant challenge associated with its A roads including the A281²⁹ which this plan notes as the single most significant planning issue for Bramley. **The WLP notes that the A281 is subject to significant delays and congestion due to heavy traffic, particularly in the morning and evening peaks.**
- 6.3 **Bramley Planning Issues and Constraints**
- 6.3.1 Waverley Borough Council Planning Department and some of the evidence documents have been helpful in identifying specific planning issues for Bramley which this plan faces:
- 6.3.1.1 Bramley Parish is almost completely covered by Green Belt and Bramley Village is entirely washed over by Green Belt. Therefore, Bramley’s opportunity to build more homes is highly constrained. Bramley is explicitly highlighted within the WLP as having particularly high constraints on housing due to AONB and Green Belt³⁰. **Essentially this means that if Bramley wants more housing, development must be directed primarily to within the Settlement Boundary, to rural exception sites, or to brownfield sites in the Green Belt.**
- 6.3.1.2 The Settlement Boundary for Bramley is tightly defined and does not include what all residents would think of as the entire village, excluding as it does some of the outlying areas such as Birtley Green and Gosden Common.
- 6.3.1.3 Multiple sites have previously been brought forward in the Parish for development but except for the Land by Ricardo Court Rural Exception Site, accepted by Waverley Planning Committee, most have been rejected³¹ primarily because of Green Belt and AONB considerations.
- 6.4 **Bramley Housing Needs Survey** ³²
- 6.4.1 A report on the Housing Needs Survey (HNS) was issued in May 2017 with the 324 responses providing detailed data indicating Bramley residents’ attitudes to and need for housing.
- 6.4.2 69% of responders supported the principle of developing homes for local people with 54% in favour of affordable housing. 26% did not want to see

²⁸ See Evidence W3 Waverley Local Plan Part 1 Policy TCS2.

²⁹ See Evidence W3 Waverley Local Plan Part 1 paragraph 2.22 and 2.23.

³⁰ See Evidence W3 Waverley Local Plan Part 1 Policy SP2 point 3.

³¹ See Evidence W1 Waverley Land Availability Assessment.

³² See Evidence B2 Bramley Housing Needs Survey.

any further development at all. **This plan views the HNS as providing support for sensible and sensitive development of smaller homes for younger people and those downsizing, ideally on brownfield sites and small patches of land inside and outside the Settlement Boundary.**

- 6.4.3 Nationally, Bramley sits 7% above the average level for home ownership and approximately 3% below the average for socially rented homes. The percentage of detached homes is almost double the England average. 12.3% of properties in Bramley are affordable homes, let at social rents.
- 6.4.4 Since 2009 when the first Bramley Housing Needs Survey was undertaken, detached homes have reduced in average price by 3% while flats, terraced and semi-detached properties have seen increases in the region of 50%. **High demand for and lack of availability of flats, terraced and semi-detached homes has placed them further out of reach. More homes of these sort are required.**
- 6.4.5 **Home ownership at any level in Bramley is typically impossible for those without substantial home equity (i.e. second or more likely third movers) or those earning at least double the Waverley (not England) average income (see paragraph 3.1.3 and 5.1.6.2).**
- 6.4.6 For those renting, a 2-bedroomed house typically commands a monthly rent of £1,250. This places it out of reach of most people even with the Local Housing Allowance which can fund up to £300 per month for a 2-bedroomed home. **Where granting permission for new builds for rental, this plan will seek to agree mechanisms that allow for market rents to be obtained to ensure viability and a sensible return for the developer, alongside more affordable rents for younger people.** Renting a 2-bedroomed house privately typically costs £664 a month more than renting from the Local Authority.
- 6.4.7 Parking is highlighted as a concern for many residents. In terms of Section 106 or Community Infrastructure Levy funds, defined in the Community Actions later in this report, the provision of sufficient, and ideally additional, parking is a significant priority. **Any development with insufficient parking must be considered carefully to determine that the merits of making houses available outweigh any adverse impact on parking.**
- 6.4.8 The HNR again reinforces the concern about traffic, with 87% of respondents stating the impact on traffic is their most significant concern about future development, 56% increased parking issues and 53% deterioration of roads and verges. The impact on the character of the village (61%) and on the environment (49%) were the only other concerns raised by more than 30% of respondents. **Developments must seek to provide sufficient parking but must not impact adversely the character of the village.**
- 6.4.9 42% of respondents favoured a modest 2% growth or about 30 homes over the next 10 years in the Parish, 13% wanted 3% or 40 homes, 10% wanted 4% growth or 60 homes while 10% wanted more. **With 87 homes having planning permission already granted or already built, a Waverley**

target of 90, and the need for housing identified in the HNR, Bramley Parish Council anticipates a need for no more than modest developments.

- 6.4.10 While 7% of responders wanted more larger family homes of 4 bedrooms+ and 15% no further housing, 54% were in favour of affordable homes, 26% for 1- or 2-bedroomed flats and maisonettes, 33% medium sized 3-bedroomed family homes, 49% of small 2-bedroomed family homes and 28% of sheltered housing. **If homes are to be developed there is a clear direction towards affordable and smaller 1-, 2- and some 3-bedroomed homes. There is demand for sheltered housing.**
- 6.4.11 197 responders want any building to be steered to existing brownfield sites, 169 to developments of 5 houses or fewer, and there is considerable support of c. 150 responders for conversion of business premises and agricultural buildings. "No" outweighed "Yes" only in answer to whether responders were in favour of developments of 10 (i.e. larger), infill or sub-dividing existing plots. **Larger developments of ten or more houses will need to be in very particular locations that do not impact traffic or the character of the Parish, while subdividing existing plots is unpopular. There is a clear preference for the use of brownfield sites and conversions of commercial and agricultural buildings.**
- 6.4.12 69% of responders would support a small affordable local development for local people, with only 11% against while 21% were unsure³³. **Developments of any size need to focus on provision of housing for local people to win public support.**
- 6.4.13 15 households indicated a need to move within the next 2 years, with 45% of those currently living with parents, 24% renting privately. 24% wanted to buy and 21% to rent. A further 11 households were older people looking to downsize. **There is near-term demand for housing and 45% of those seeking housing are living with parents, unable to afford a home locally.**
- 6.4.14 14 households were looking for a house and 10 for a flat, with 5 looking for sheltered accommodation. 11 were looking for 1 bedroom and 15 for two, with only 3 looking for 3 bedrooms and 1 for 4. **The emphasis needs to be on 1- and 2 bedroomed homes with some 3-bedroomed homes.** 42% of those answering with a need for housing were looking to start their first home.
- 6.4.15 The need to help younger and older people is shown by 29 responders being under 30 and 13 over 70: a total of 42 out of 58. **The ages most in need of help with housing are over 70 and particularly those in their 20s.**

³³ Note rounding means the percentages do not total 100%.

7 VISION AND OBJECTIVES

This section summarises the vision for, and the objectives of, the Plan. All policies contained in the Plan must support one or more objective and contribute to the realisation of the vision.

7.1 Vision

The overall vision for the Plan is:

7.1.1 To support the organic development of Bramley to meet the objectively assessed needs of all members of its community using a planned and balanced approach, that seeks to improve the facilities and services for all residents whilst focusing on the need to improve accessibility to housing in Bramley for younger people, allowing individuals and families to live their lives in Bramley from cradle to grave.

7.1.2 The focus on younger people (and if possible, local younger people), is key to enabling Bramley to continue to be a sustainable and prosperous community in the longer term. Whilst seeking to achieve the above within Green Belt, AONB, Settlement Boundary and Conservation Area constraints consistent with WLP Part 2, the Plan recognises the need to conserve and enhance the significance of the heritage assets of the parish. In parallel, the Plan seeks to improve the infrastructure (broadband, traffic management, car-parking, mobile phone signal) for residents and businesses enabling them to operate as part of a thriving local economy but still maintain the rural character of the Parish.

7.2 Scope

7.2.1 A Neighbourhood Plan meets the basic conditions if:

- having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood development plan;
- the making of the neighbourhood development plan contributes to the achievement of sustainable development;
- the making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area);
- the making of the neighbourhood development plan does not breach, and is otherwise compatible with EU obligations; and
- prescribed conditions are met in relation to the neighbourhood development plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood development plan.

7.2.2 The following sub-headings from NPPF 2021 are well matched to Bramley Parish:

- protecting Green Belt land;
- making effective use of land;
- supporting a prosperous rural economy;
- supporting high quality communications;
- delivering a sufficient supply of housing (rather than a wide choice of high-quality homes);
- conserving and enhancing the historic environment.

7.2.3 NPPF 2021 states the following;

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

7.2.3.1 an **economic** objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

7.2.3.2 a **social** objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

7.2.3.3 an **environmental** objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

7.2.4 The NPPF 2021³⁴ directs that plans and decisions should apply a presumption in favour of sustainable development. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies. The above objectives are addressed in a Bramley context in 7.3 below.

³⁴ See paragraph 11 NPPF 2021

7.3 **Objectives**

7.3.1 **Support a thriving local economy**

7.3.1.1 To support the sustainable growth of local businesses and employment opportunities throughout the Parish, including home working, recreational, and agricultural;

7.3.1.2 To improve the accessibility of local shops and services, particularly in the centre of the village.

7.3.2 **Provide sufficient housing for local people**

7.3.2.1 To provide sufficient housing to meet the assessed housing need of the local community in terms of numbers, type, tenure and mix of housing;

7.3.2.2 To ensure that the location and size of housing meets local needs and fit with Bramley's environmental and infrastructure policies.

7.3.3 **Enhance the sustainability of community services and infrastructure**

7.3.3.1 To support enhancements of community facilities for sport, leisure, arts and recreation;

7.3.3.2 To improve the pedestrian/cyclist connectivity within the village and across different parts of the Parish;

7.3.3.3 To mitigate increasing traffic congestion.

POLICIES OF THE PLAN

This section documents the policies, which are as follows:

8 GENERAL POLICIES

BNP-G1: Spatial Plan for Bramley

Reflecting that Bramley Parish is almost entirely covered by Green Belt and Bramley Village is completely washed over by Green Belt, this plan steers housing development (with the presumption in favour of sustainable development):

- to within the Settlement Boundary in the Village as shown in Figure 8.2;
- to brownfield sites across the Parish including conversions so long as it has no greater impact on the openness of the Green Belt than the existing development; and
- to sites that could meet the criteria of Rural Exceptions Sites as defined in Local Plan policy AHN2.

Economic or commercial development is steered towards four existing Bramley commercial centres:

- Smithbrook Kilns
- Bramley High Street
- Bramley Business Centre
- Birtley Courtyard

Development at Smithbrook Kilns and Birtley Courtyard will be limited to the extension or alteration of the buildings, provided that it remains in the same use class and does not result in disproportionate additions over the size of the original building.

Subject to AONB and Green Belt national and local policy, economic or commercial enterprises specifically relevant to the rural economy and AONB such as forestry management and land-based businesses are encouraged to bring forward development opportunities including any within the AONB and Green Belt.

- 8.1 Given the Green Belt constraint on Bramley, which is particularly acute as identified in the WLP³⁵, and given that Bramley is the only settlement in Waverley that has had a Rural Exception Site³⁶ approved with open market

³⁵ See Evidence W3 Waverley Local Plan Part 1 policy SP2 point 3.

³⁶ The NPPF 2021 only allows limited market housing on RES to facilitate more affordable homes.

homes included in the Land near Ricardo Court development, this plan sets out to specifically identify Bramley's attitude to Rural Exceptions Sites as a potential route for achieving its objectives. Bramley Parish Council has discussed this need with Waverley Borough Council planners who recognise the challenge that Bramley faces given the significant Green Belt and AONB constraints.

- 8.2 Three critical pieces of evidence dictate whether Rural Exceptions Sites will be allowed. These are referenced in the Rural Exception Site section of policy BNP-G2:
- 8.2.1 Waverley's policy AHN2 which defines the exceptional circumstances under which Rural Exception Sites may be approved;
- 8.2.2 NPPF 2021 paragraph 149³⁷ which governs Waverley's policy AHN2 and which states that the Planning Authority (Waverley) may grant approval subject to the application providing limited affordable housing for local community needs; and
- 8.2.3 this plan notes the case of Julian Wood v Secretary of State for Communities as the reason for considering in the plan the precedent of the definition of "in the village" and thereby concluding that it is appropriate to consider whether sites outside the existing settlement boundary are within the village.

BNP-G2: Assessing the Suitability of Sites for Residential Development

The following criteria will be used to assess all sites brought forward during the period of the Plan:

Sites inside the Settlement Boundary

Development which increases the number of small homes (especially two-bedroom units) within the settlement boundary will be supported, especially those on infill sites and on previously developed sites, subject to compliance with other relevant development plan policies.

Rural Exception Sites

Planning permission will be granted for rural exception sites that meet all the criteria in Local Plan policy AHN2 and other relevant development plan policies, where the site has adequate access to services and amenities including shops and public transport.

Conversion Sites

This plan identifies four types of conversions that will be supported subject to there being no adverse impacts on the AONB and/or Green Belt and the criteria below:

- Where consent is required, planning permission will be granted for the

³⁷ See Evidence N3 National Planning Policy Framework 2021 paragraph 149.

conversion of commercial premises to residential use so long as the development does not lead to the loss of an employment of business use, unless the applicant can demonstrate through evidence of marketing of the premises for that use over a twelve-month period, that the continued commercial use of the premises is no longer viable.

- Planning permission will be granted for the subdivision of large houses into multiple, smaller units which meet the aspirations set out in Policy BNP-H2.
- Planning permission for the conversion of agricultural and other rural buildings into small residential units will be granted, subject to the development respecting the character of the original building, where appropriate.
- The conversion of residential outbuildings into small housing units will be granted, subject to the scheme not creating issues of overlooking and the provision of sufficient parking.

The residential development of previously developed sites will be supported subject to the redevelopment not having a greater impact on the openness of the site than the existing development.

Brownfield Sites³⁸

The presumption will be that residential development shall be allowed on brownfield sites inside and outside the Settlement Boundary in line with local and national policy.

- 8.3 Policy BNP-G2 is critical to guide applicants to what proposals may be acceptable, and in some cases actively welcomed. It should be clear that Bramley is seeking a balance between additional smaller homes for young and old while protecting the rural environment and character of the Parish and avoiding worsening traffic and parking issues.
- 8.4 Policy BNP-G2 uses the community consultation undertaken for the Parish Plan and Housing Needs Survey (HNS), as well as practical experience of how Bramley Parish Council and Waverley Borough Council have assessed planning applications over recent years.
- 8.5 197 respondents to the HNS stated that conversions of existing brownfield were a preferred method of achieving additional housing units with only 34 against. 169 supported small developments of 5 homes or fewer (27 against); 150 to 58 were potentially in favour of conversion of business to residential; 148 to 48 of agricultural buildings to residential.
- 8.6 Respondents were generally against infill or subdividing existing plots (100 against, 79 for such infill), and larger developments of 5 to 10 houses (77 against, 62 for).

³⁸ NPPF 2021 paragraph 149 sets out the circumstances where redevelopment of brownfield sites in Green Belt is permitted.

8.7

Regarding rural exception sites, 115 preferred expansion on the edge of the village Settlement Boundary with 74 against. While the Settlement Boundary is of importance from a technical planning perspective, residents appear to apply their own "common sense" judgement of what is in and what is not in the village.

BNP-G3: Managing the Landscape, Heritage, Character and Design of the Parish

All development proposals must satisfy the following criteria:

- **Strategic Views and Vistas.** This plan designates Strategic Views and Vistas (SVVs) as shown in Figure 8.1. Proposals for new development within an SVV will be required to demonstrate that the development would not adversely impact on the views unless that impact is satisfactorily mitigated.
- **Heritage Assets.** Within the Conservation Areas, proposals must reflect and enhance the character and appearance of the Conservation Areas (Bramley Conservation Area based on the High Street as the focal point, Birtley Green and Thorncombe Street). Developments must not harm the significance of, or the settings of, designated Heritage Assets³⁹. The effect of a development on non-designated heritage assets including locally listed buildings, must balance the scale of any loss or harm with the significance of the asset.
- **Character.** Maintain the character of the built environment by ensuring that the scale and height of new buildings are proportionate to their surroundings, and that attractive features and boundary walls, fences, trees, hedges, and parkland are retained to ensure that new developments blend in with the landscape. Native species should be used for hedges and tree planting, although flexibility may be allowed in situations where it is considered that native species are not the most appropriate for the location. Resist inappropriate development of residential gardens, for example where development would cause harm to the local area.⁴⁰
- **Design.** Ensure that the character and amenity of the Parish are protected by:
 - Requiring 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.
 - Ensuring the new development is designed so that it creates safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development.

³⁹ A list of Bramley's Heritage Assets is included in the Bramley Conservation Area Appraisal July 2005

⁴⁰ NPPF 2021 paragraph 71,

- Creating a high-quality public realm including landscaping, works to streets and public spaces.
- **Materials.** Materials should be compatible with the palette of materials of the Parish. See Appendix 5 for photos of commonly used building materials in Bramley Parish.

- 8.8 Policy BNP-G3 addresses management of the landscape, heritage, character and design of the Parish. The character, distinctiveness and viability of successful places often lie in the quality of the built environment and public realm. Well-designed buildings, places and spaces help to create attractive environments that set a positive context for the development of successful places and sustainable, healthy communities. Design is not just about how development looks, but also how it works and how well it meets the needs of users.
- 8.9 Good design facilitates and contributes to local distinctiveness, a sense of place, and civic pride. It improves and enhances the existing environment and helps to attract people, businesses and investment. The quality of architecture and design are both relevant to the impact that development will have on the character of the area. High quality development is designed so as to understand the context within which it is located.
- 8.10 This policy will ensure that the character and amenity of Bramley is protected by maximizing the opportunities to improve the quality of life and health well-being of current and future residents, e.g. provision of private, communal and public space, national space standards through Waverley LPP2 for new dwellings.

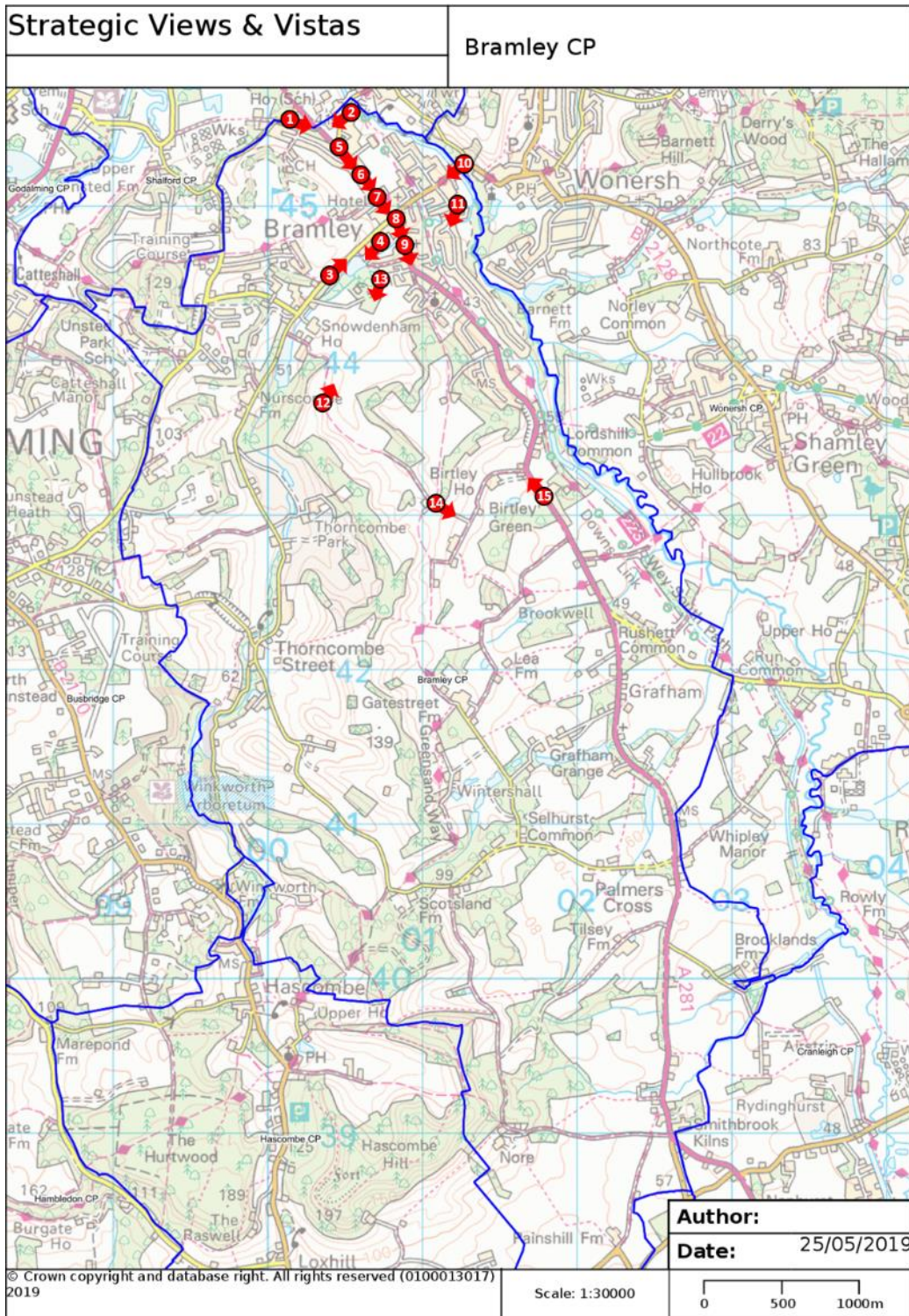


Figure 8.1: Locations of strategic views and vistas of Bramley.

BNP-G4: Extension of the Settlement Boundary

For the purpose of Policy RD 1 of the Waverley Local Plan 2002 and any subsequent replacement policy, the settlement boundary for Bramley shall be as shown in Figure 8.2.

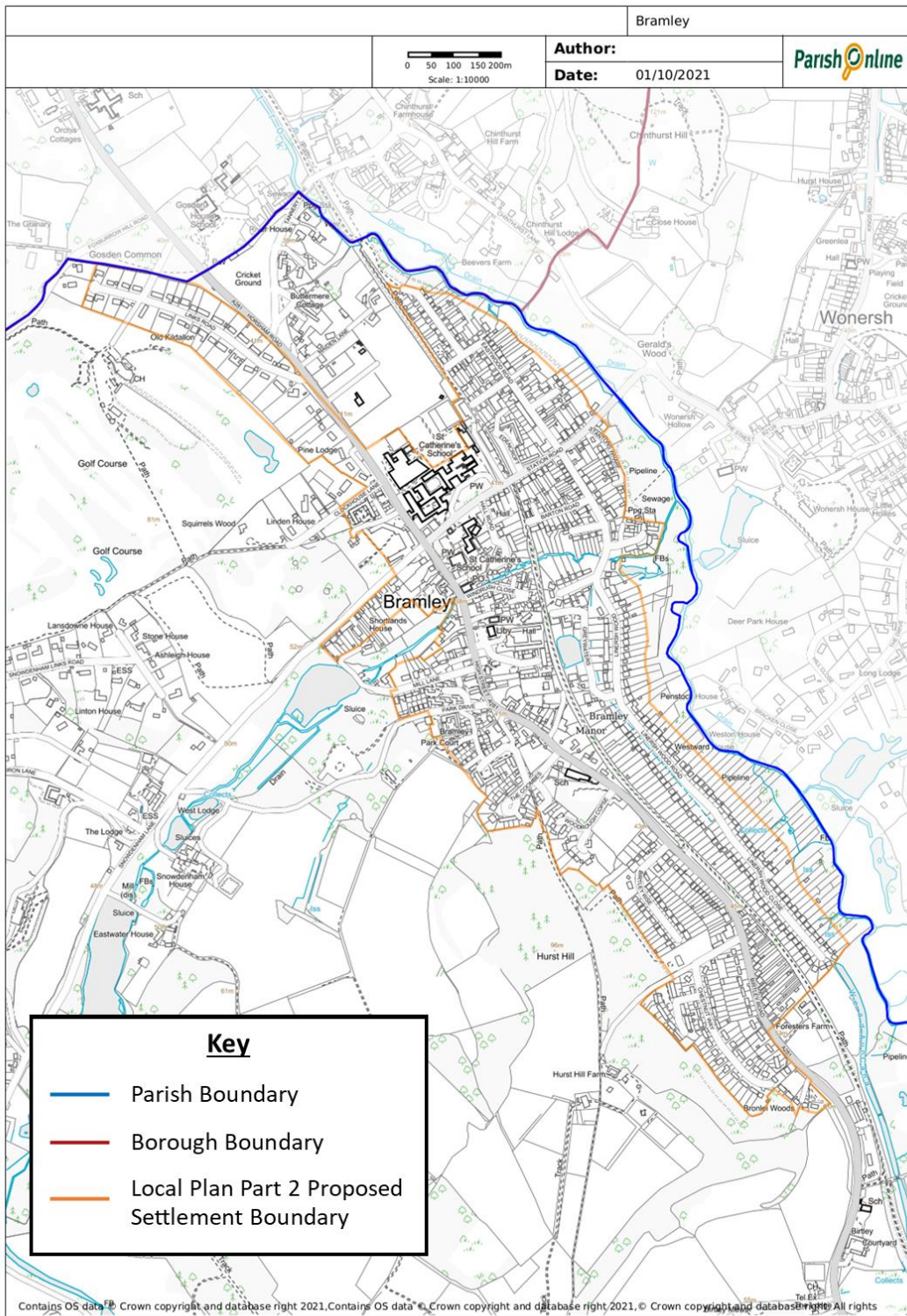


Figure 8.2: Proposed extension of the Bramley Settlement Boundary

9 HOUSING POLICIES

BNP-H1: Building New Homes

This plan makes provision for at least 90 additional homes from the start date of the Waverley Local Plan Part 1 of 1st April 2013 to 31st March 2032, in accordance with the allocation for the Parish in the Waverley LPP1. This will be delivered from the following sources:

- 95 already committed sites that have planning permission granted (including Coleman’s Yard)⁴¹;
- Allocated Site defined in policy BNP-S1;
- Any Rural Exception Sites approved in accordance with Local Plan – Part 1 policy AHN 2 ⁴²; and
- Windfall Sites ⁴³.

9.1 Policy BNP-H1 confirms that as a minimum Bramley will achieve the number of homes required by the WLP but identifies a higher number that if suitable opportunities come forward Bramley will seek to achieve. The fundamental rationale for this approach is the need to shift the balance of the existing housing mix towards a higher proportion of 1- and 2-bedroomed units identified in the 2017 Housing Needs Report.

9.2 Of the target of 90 homes, 95 are already built or approved, a further 8 are allocated at the Destination Triumph site. On average, in the period prior to this plan, over 3 units per annum were achieved from windfall sites (i.e. conversions or individual or small applications). In the period from 2020 to 2032, an additional 30+ units could therefore be achieved.

⁴¹ See Appendix 6 Committed housing.

⁴² Waverley Policy H6 states that 100% must be Affordable. However, the NPPF 2021 allows limited market housing on rural exception sites (to facilitate more affordable housing) and this supersedes H6 in this regard. New Local Plan policy AHN2 states that open market units may be allowed provided that the number of open market dwellings is the minimum number required to provide the necessary number of affordable dwellings. Market housing would only be supported on a RES where the viability of the development depends upon it.

⁴³ Note that windfalls are additional to parish allocations see ALH1 in LPP1.

BNP-H2: Ensuring the Appropriate Housing Mix

Proposals should include a mix of dwellings in accordance with the latest Housing Needs Report. The housing mix percentages are drawn from the 2017 Housing Needs Survey.

10 Unit Plus Housing Mix

Any new residential development of 10 units or above is required to provide the following mix of housing tenures, types and sizes to meet the needs of prospective households in Bramley and to deliver a wider choice of homes:

- At least 20% of homes shall have only one bedroom, at least 40% shall have only two bedrooms, and at least 20% shall have only three bedrooms.
- No more than 40% of two-bedroomed homes shall be flats.
- At least 30% of homes must be Affordable Homes as defined by Waverley Borough Council LPP1, **except for Rural Exception Sites where policy BNP-G2 applies.**
- No more than 10% of homes shall have 4 bedrooms, and there shall be no homes with more than 4 bedrooms.
- There shall be a balance between affordable and market homes across 1-, 2- and 3-bedroomed homes assessed based on the specific development. For the avoidance of doubt, the affordable homes shall not be all the smaller homes and market homes all the larger homes.

Less Than 10 Unit Housing Mix

It is not feasible to specify a mix for any new residential development of fewer than 10 units.

Schemes of 6 or more units in AONB will trigger a requirement for affordable housing as set out in LPP1 policy AHN1.

Two-bedroom units should be subject to a condition removing permitted development rights for extensions, to ensure the retention of a stock of two-bedroom dwellings and provide choice in the future.

9.3 Notwithstanding the housing mixes covered in policy BNP-H2, and for the avoidance of doubt, Bramley's housing priority in order is as follows:

- Two-bedroomed homes have the highest priority.
- One- and three-bedroomed homes are important to maintain the housing mix.
- Four and above bedroomed homes have no priority within this plan as they do not contribute to its objectives.

Those bringing forward sites will receive more support, the more they work towards these priorities.

In all cases, all development must adhere to policy BNP-I2 on parking.

- 9.4 This policy seeks to maximise the delivery of homes that those couples and younger families without substantial equity can afford; and to incentivise older people living in larger homes to downsize by encouraging the development of suitable homes to support independent senior living. Overall, it seeks to change the balance between numbers of larger and smaller homes in Bramley, consistent with the evidence in the HNR (see paragraph 6.4.10).

BNP-H3: Ensuring Appropriate Specialist Housing

The following types of development, which support meeting the needs of older residents will be granted, subject to other development plan policy:

- Development proposals for homes specifically designed to accommodate elderly and disabled people, including ground-floor apartments, multi-floor apartments with lifts and cottage-style small bungalows with their own gardens will be supported.
- Development proposals for attractive mews style developments with their own gardens (such as Bramley Park Court or Womersley Court) which could be attractive both to young families or couples and elderly residents to create a mixed age development with smaller houses will be supported.
- This plan recognises that, like housing, residential care is often unaffordable for many residents. This plan supports the provision within the Parish of residential care and will look favourably at developments that build out a full spectrum of options to maximise the ability of residents that need such facilities to find a facility they can afford, including exploring mixed tenure extra care schemes managed by an affordable house provider on suitable sites.

- 9.5 This policy particularly reflects the growing, high proportion of older residents in Bramley and the need to provide a range of attractive options for such residents who in many cases will be moving to smaller homes.
- 9.6 28% of respondents to the HNS wanted sheltered or retirement housing if more housing is required in Bramley.

10 SITE ALLOCATIONS

10.1 Site 976 - Destination Triumph, Birtley Road

10.1.1 The site, shown in figure 10.1, is located on the west side of Birtley Road on the junction of Chestnut Way in Bramley. The site contains a showroom/MOT workshop and car parking spaces. To the west the area is predominantly residential.

10.1.2 The current owners wish to relocate the business for sound commercial reasons and have consulted Waverley over the potential of the site for a residential development of 8 one- and two-bedroomed units.

10.1.3 Although this would represent a loss of commercial property, none of the staff working at the garage is resident in Bramley. Furthermore, the site is surrounded by residential property so conversion to a residential site would be in keeping with the setting.

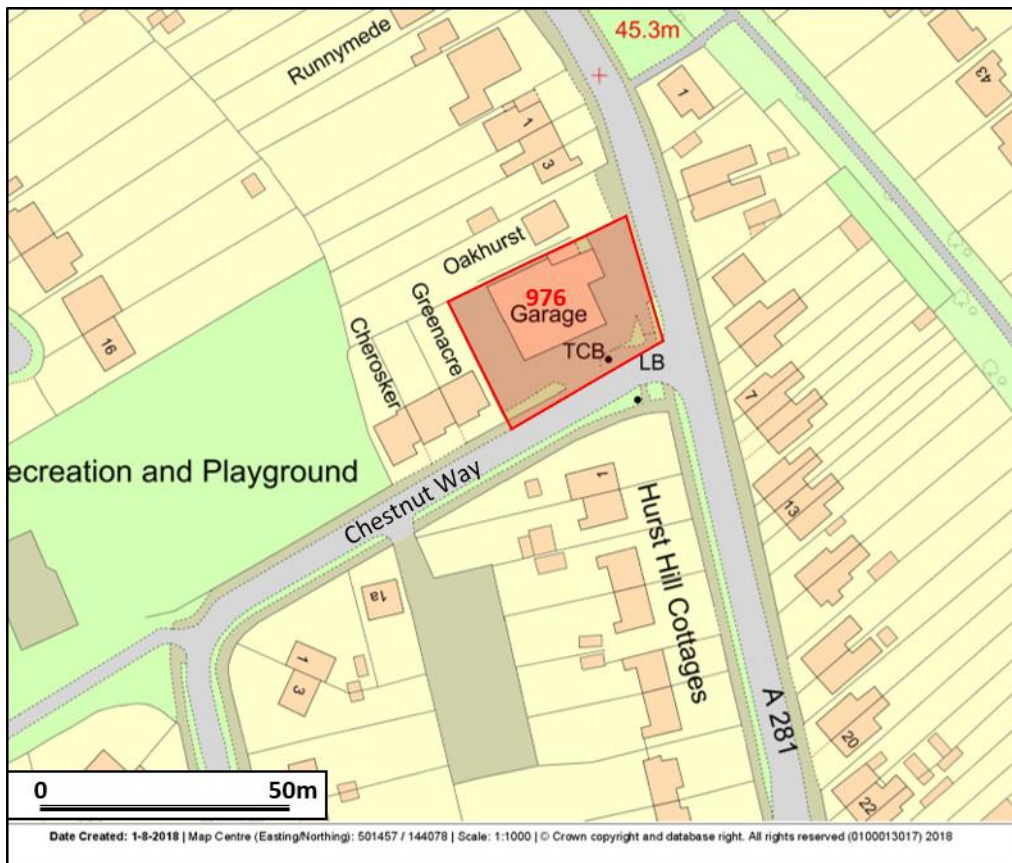


Figure 10.1: Location of the Destination Triumph, Birtley Road site.

Waverley Designation	Bramley Designation
Potentially suitable	Allocated site within in this plan

BNP-S1: Destination Triumph, Birtley Road Site

This policy supports the development of eight units for market sale on the brownfield land at the junction of Birtley Road and Chestnut Way.

11 ENVIRONMENTAL POLICIES

BNP-E1: Designation and Protection of Local Green Spaces

Each of the following green areas has the protection of Green Belt, and in some cases additionally Common Land. However, this policy identifies the following green spaces as being particularly important to the Parish and requires that Green Belt protection already in force is considered sacrosanct for the plan period.

- That part of Gosden Common contained in Bramley Parish;
- Coronation Oak.

No residential or commercial development may occur on these areas.

- 11.1 The purpose of policy BNP-E1 is to define important green spaces within the Settlement Boundary and ensure that there is no development in those green spaces other than replacement housing. The designated Local Green Spaces (LGS) in this policy are sustainable as areas of recreation and amenity beyond the period of the Plan and meet the criteria set out in paragraph 102 of NPPF 2021.

The designated Local Green Spaces are shown on the map in figure 11.1.

BNP-E2: Creation and Preservation of Wildlife Corridors and Habitats

Within or adjacent to the Settlement Boundary, this policy designates the following as important Wildlife Corridors and Habitats:

- The Cranleigh Waters river;
- Extant parts of, and the route of, the Wey and Arun Canal.

Development will be supported that protects and enhances connectivity and free movement of wildlife along wildlife corridors and habitats.

- 11.2 Because most of Bramley Parish is agricultural, the area is already a significant wildlife habitat which will be protected by Green Belt designation. Policy BNP-E2 focuses upon preserving wildlife corridors through the Parish, and protection of habitats with the settlement boundary. Designated corridors are shown on figure 11.1.

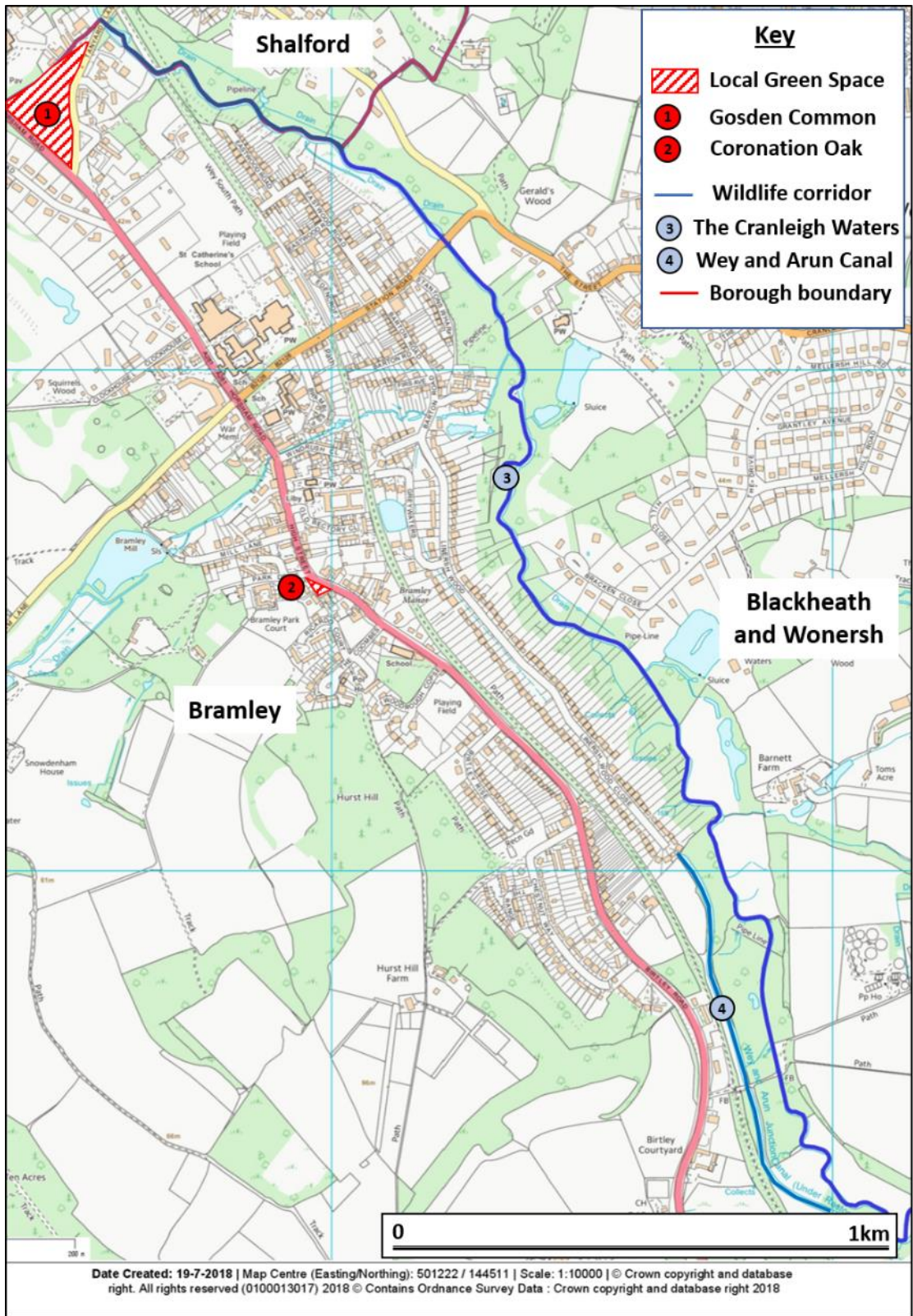


Figure 11.1: Map showing designated Local Green Spaces and Wildlife Corridors.

BNP-E3: Lighting and Maintaining Dark Skies Appropriately

Proposals should seek to avoid increasing light pollution and ensure consistency with the surrounding settlement areas.

Every effort should be made to use minimum lighting methods, controlled by timers where appropriate, where lighting is required to:

- Ensure road safety in areas where there is a risk to pedestrians and cyclists;
- Deter criminal activity;
- Light entrances to buildings used after dark;
- Provide lighting for evening sporting activities;
- Support the night-time economy including lighting for farmers needing to work at night.

Innovative green solutions for appropriate lighting will be encouraged.

Residential development should be designed to minimise light pollution, avoiding the use of unscreened roof-lights or atria.

- 11.3 Paragraph 185 and 185 c) of NPPF 2021 encourages good design, planning policies and decisions to limit the impact of light pollution from artificial light.
- 11.4 The National Planning Policy Guidance 23, paragraph 2.18 states that when preparing policies, account should be taken of 'the effects on health, the natural environment, or general amenity, resulting from the release of light'.
- 11.5 Figure 11.2 compares the number of streetlights per square kilometre and the number of residents per streetlight for the Bramley settlement area and the Parish as a whole with available figures for various urban examples⁴⁴. It can be seen that the Bramley settlement falls just below the lowest urban lighting density from the data set, and the Parish as a whole falls well below the figures in the data set, demonstrating a low density of street lighting, which policy BNP-E3 seeks to maintain.

⁴⁴ Switched On: An in-depth look at street lights within communities, April 2018.

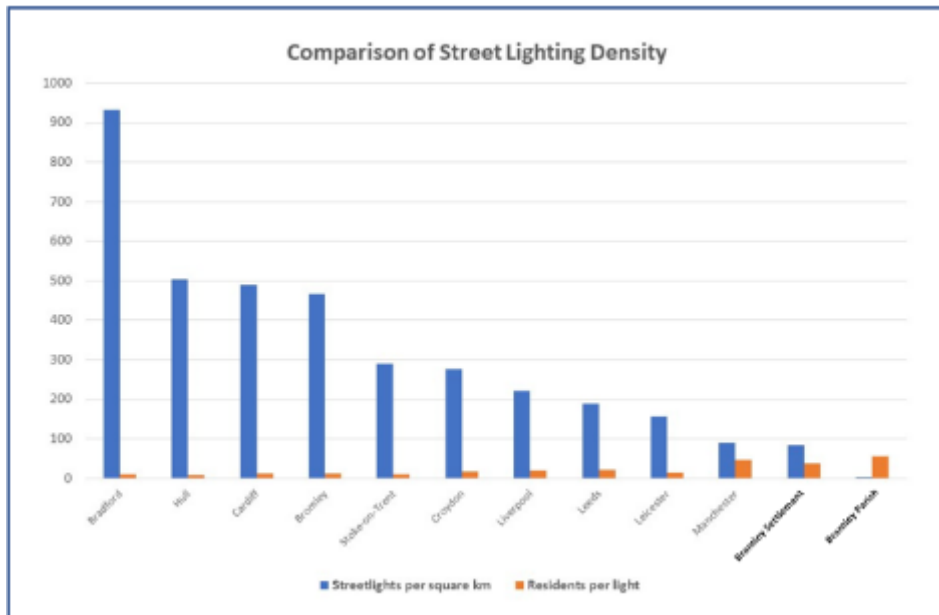


Figure 11.2: Comparative street lighting densities.

There are three community policies. BNP-C1 designates public shared spaces which are used by the community ("Shared Spaces for Community Use"). BNP-C2 designates sites of community importance, some of which are public shared spaces, but others are local government, religious or commercial sites. BNP-C3 focuses on education.

BNP-C1: Creation and Preservation of Shared Spaces for Community Use

The following spaces are designated as Shared Spaces for Community Use:

- The Downs Link path (also a designated footpath and national cycle route);
- Eastwood Road Play Area (land leased from Surrey County Council and managed by Bramley Parish Council);
- Chestnut Road Play Area (owned by Waverley Borough Council);
- Bramley Library garden (owned by Surrey County Council) and Rhens Place;
- Bramley and Womersley Station;
- Bramley Cemetery;
- Robertson's Garden;
- Church Pound;
- Land adjacent to Downs Link by the Birtley Road bus shelter;
- Hascombe Stream and adjacent land west of High Street;
- Open space at site of new housing development off Ricardo Court.

Development that damages the physical or visual character of any of the Shared Spaces for Community Use or which limits their recreational value, unless evidence demonstrates the space to be no longer necessary, would not be supported. However, non-residential development designed primarily to enhance their recreational value will be allowed and will potentially be actively encouraged subject to appropriate planning permission.

Developments will be supported which provide additional shared spaces for community use for recreation and sport.

- 12.1 The Plan supports shared green spaces for recreation, leisure and sport, in accordance with paragraph 93 of NPPF 2021.
- 12.2 The Plan supports the provision by developers of shared green spaces to provide areas of recreation, sport and play for residents.
- 12.3 The Plan will look positively upon local initiatives to provide land for community gardens and orchards, which are accessible to all residents.

- 12.4 All the Shared Spaces for Community Use have protections from Green Belt, Common Land or as footpaths. However, this plan deems it important to designate these explicitly as Shared Spaces for Community Use because non-residential development that enhances the recreational use of these spaces may be allowed. For example:
- 12.4.1 Gosden Common has a Cricket Pavilion. Developing an improved Cricket Pavilion may be allowed under policy BNP-E3 but replacing the Cricket Pavilion with housing will not be allowed.
- 12.4.2 The old Bramley and Womersley Station was recreated as a recreational stop for Downs Link users and residents. Replacing the Station with housing would not be allowed, but improvements to the Bramley and Womersley Station site that enhance its recreational value may be.

BNP-C2: Assuring Future of Sites of Community Importance

This policy supplements policy ICS1 in the Waverley Local Plan Part 1. The Bramley Neighbourhood Plan designates the following local buildings and spaces as Sites of Community Importance for the stated purpose to reflect their acknowledged importance to the life and enjoyment of the local community:

- Bramley Library, leased by Bramley Parish Council from Surrey County Council as a library, meeting space and central hub for community services and activities;
- Birtley Tennis Club, leased by Birtley Tennis Club from the Hamilton Family Trust, as a racquet sports club;
- Bramley Bowls Club, owned by bowls club. This site reverts to Bramley Parish Council if the bowls club closes;
- The Jolly Farmer, which is in family ownership, as a public house;
- The Wheatsheaf, which is in family ownership, as a public house;
- The Cricket Pavilion at Gosden Common, owned by the Bramley Sports Pavilion Trust, as a recreational building and events venue focused on sports;
- Bramley Village Hall, owned by Bramley Parish Council, as a community meeting space and events venue;
- Grafham Room, held in trust by the Grafham Room Trust, as a community meeting space and events venue;
- Gosden Common, leased by Bramley Parish Council from Guildford Borough Council, as a cricket pitch, playing fields and outside community space;
- Grafham Cricket Pitch, owned by Waverley Borough Council and rented by Blackheath Cricket Club, as a cricket pitch;
- Holy Trinity Church, owned by the Church of England, as a church and

events venue;

- St Thomas More Church, owned by the Roman Catholic Church, as a church;
- St Andrews Church, Grafham, owned by the Church of England, as a church;
- Bramley Cemetery, managed by Waverley Borough Council;
- Bramley Golf Club, owned by the golf club.

Proposals that result in the maintenance or improvement of the viability and/or community use of Sites of Community Importance for their purpose will be supported, subject to them being in accordance with national and local plan policy.

Proposals that result in either the loss of, or significant harm to a Site of Community Importance will be resisted, unless it can be clearly demonstrated that the operation of the asset or the ongoing delivery of its community use is no longer viable or needed and a change of use can be justified. Significant harm includes physical harm as well as harm which prevents the site continuing in its current use.

12.5 Policy BNP-C2 aims to ensure that Sites of Community Importance are protected for future generations.

12.6 Opportunities to offer additional protections, such a holding in trust, to any Sites of Community Importance will be sought and taken.

BNP-C3: Supporting Educational Facilities

Proposals for new developments, refurbishment or extensions to improve the educational facilities at Bramley Infant and Nursery School, St. Catherine's Preparatory and Senior Schools, Grafham Grange School and Unsted Park School on their existing sites will be supported, subject to Green Belt policies where applicable. Where proposals are not consistent with Green Belt policies, very special circumstances must be demonstrated. Proposals which may lead to a significant increase in the pupil capacity of the school shall:

- be accompanied by a Transport Plan which seeks to maximise the use of sustainable modes of transport; and/or
- include measures to improve the existing provision for parking on site to reduce the impact on nearby roads and residents.

12.6 Policy BNP-C3 seeks to support Bramley's schools, particularly in relation to any increased local demand for school places, however it also recognises the need for any plans to expand facilities or pupil numbers to be compatible with local conditions.

12.7 By virtue of the Bramley village settlement area being washed over by the Green Belt, and the land to the south of the settlement as far as Smithbrook

Kilns being within the Green Belt, all of Bramley's schools are subject to Green Belt planning governance⁴⁵. Any plans to modify or expand any of the schools need to recognise this condition.

- 12.8 Significant traffic congestion is generated during term time by morning and evening drop-off and pick-up school traffic, and by special school events, in Station Road, Hall Road and in The Coombes. Any proposals to increase the capacity of any of the schools in the Parish need to recognise this situation and include a Transport Plan which seeks to maximise sustainable transport modes for additional pupils and staff such as bus, cycling or walking, to avoid increasing traffic congestion and manage road safety issues.

⁴⁵ NPPF 2021, para 99

BNP-I1: Road Traffic and Pedestrian Safety Management

Support for applications for development of 10 or more units shall only be given if:

- In the case of housing schemes within and adjacent to the Settlement Boundary, provision is either already available or created for a safe pedestrian route for new residents to the village centre⁴⁶, educational facilities, bus stops and public recreational facilities.
- Access to the site meets the visibility requirements set out in the Manual for Streets.⁴⁷

Developments that are expected to:

- give rise to highway dangers that cannot be mitigated; and
- reduce the free flow of traffic

shall only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe⁴⁸.

In accordance with policy BNP-E3, minimum lighting levels, controlled by timers as appropriate, should be used to ensure road safety in areas where there is a risk to pedestrians and cyclists.

Developer contributions from new developments will be sought wherever possible to support and improve road safety provisions and networks for walking and cycling in the area of the development. In particular, developer contributions that enable increased provision of dropped kerbs, where needed, to improve access for wheelchair-users will be encouraged.

- 13.1 Mott MacDonald, for Waverley Borough Council⁴⁹, demonstrated that in 2015 the A281 was running at or above the specified capacity for a road of its size and configuration during morning and evening peak times when local schools are in use. This led to high levels of congestion, with an average morning maximum queue length on the A281 to the south of Bramley village of 600 metres. It is anticipated that proposed and approved additional building at Dunsfold Park, Cranleigh, Alfold and Broadbridge Heath will significantly add to the traffic load on the A281. The geometry of Bramley's conservation area precludes any schemes to significantly increase the capacity of the A281 through Bramley and the geography to the east and west of the A281 effectively precludes by-passing the village centre. Even if it were possible to increase the flow of vehicles round or through Bramley, the next village of Shalford has similar issues. Until significant measures are taken to improve the flow round Guildford's gyratory system, the result of any improvements

⁴⁶ See Maps section of this plan, Figure M4.1

⁴⁷ Department for Transport, 2007 Manual for Streets

⁴⁸ NPPF 2021 paragraph 112 and 113. These paragraphs set out requirements for transport access and management associated with new developments.

⁴⁹ Mott MacDonald, 2016 Transport Assessment: Scenarios for Distribution of Housing Growth.

to traffic flow at Bramley and Shalford would be to increase the length of queues into Guildford with little or no net travel time improvement for road users.

- 13.2 Bramley has a poor road traffic accident record with the intersection of the A281 with Station Road experiencing more than double the predicted number of personal injury accidents between 2010 and 2014 (Mott MacDonald). Bramley Parish has averaged 2 serious accidents per year, and 16 road traffic accidents per year over the period 2007-2016. The "all accidents number" includes accidents where no injuries were reported and is based of accidents reported to the Parish Council.
- 13.3 Surrey County Council has accountability for road design and traffic safety. Policy BNP-I1 sets out measures to enable Parish and Borough councils to influence safety through the planning process.
- 13.4 Proposed developments within the settlement area will only be approved where applicants can demonstrate existing provision or include new provision for pedestrians to safely access facilities in the centre of the settlement.
- 13.5 Public funding for road traffic safety improvements and improvements to the footpath and cycle path network is scarce so developer contributions will be actively sought to enable improvements identified by the Parish Council.
- 13.6 The policy recognises that most residents of the Parish prefer limited use of street lighting to maintain the rural ambience of the area. Consequently, new developments should restrict the addition of new lighting to that which is required to minimise risk to pedestrians and road users.

BNP-I2: Provision of Parking for Cars and Commercial Vehicles

Applications for development in the Parish of the following type, including:

- Residential extensions that increase the potential number of residents able to live at a property;
- Commercial expansions that potentially increase the number of staff working on site, customers visiting the site and/or deliveries made to the site;
- Expansions of educational establishments that increase the potential number of pupils and/or staff

shall make provision for adequate off-road parking through, at a minimum, adherence to Waverley Borough Council's Parking Guidelines⁵⁰ and to any successor guidelines or policies.

In cases of applications to build properties with three or more bedrooms in isolation where it is not possible to establish shared visitor parking spaces, or

⁵⁰ Waverley Borough Council, 2013 Parking Guidelines.

reasonably expect on-street parking, this plan seeks an increase in off-road parking spaces per property from 2.5 to 3.

Applications for development that will result in the net loss of public car parking facilities in and adjacent to the Bramley Conservation Area⁵¹ will not be supported. Applications for development that will result in the provision of additional public car parking facilities to support shops, commercial activities and public amenities in and adjacent to the Bramley Conservation Area will be supported providing they satisfy all other criteria set out in this plan.

- 13.7 Bramley’s semi-rural/rural location, coupled with limited public transport provision result in a heavy reliance on the use of private cars. This can be seen in the following table derived from the 2011 National Census data.

	% of households with no cars or vans	% of households with one car or van	% of households with 2 or more cars or vans	% of households with 3 or more cars or vans	% of households with 4 or more cars or vans	Average number of cars per household
Bramley, Busbridge and Hascombe	10.00%	32.60%	39.10%	11.90%	6.30%	1.76
Waverley	11.90%	38.10%	50.00%	9.70%	4.00%	1.58
Surrey	13.10%	40.40%	46.40%	8.70%	3.50%	1.51
South East	18.60%	41.70%	39.70%	7.10%	2.80%	1.35
England	25.80%	42.20%	32.00%	5.50%	1.90%	1.16

Figure 13.1: 2011 National Census data table showing data on household car ownership in Bramley, Waverley, Surrey, South East and England

- 13.8 Car availability data from the census have only been sorted down to Ward level so the picture for Bramley, Busbridge and Hascombe is probably skewed by the more rural parishes of Busbridge and Hascombe. Nevertheless, the pattern of high levels of car ownership in Bramley with respect to the country, the region, the county and even the borough is clear. This means that considerable pressure for parking space is generated both in those residential roads where off-street parking is not typically available and in the centre of the village where the road layout largely precedes the advent of the car.
- 13.9 Policy BNP-I2 sets out to manage the shortage of parking space in Bramley village by requiring strict adherence to Waverley’s parking guidelines for all new developments, to ensure that off-road parking is available to match the

⁵¹ Waverley Borough Council, 2005 Bramley Conservation Area Appraisal Supplementary Planning Document.

anticipated increase in demand for parking space generated by the development.

- 13.10 The policy further recognises that the commercial centre of Bramley suffers from a shortage of short and medium-term parking provision. Applications for new commercial developments in the centre will be required to enable an increase in the amount of short and medium term public parking so that residents, particularly from the more rural parts of the Parish, can more easily access services, such as shops, the library and places of worship, by car.

BNP-I3: Encouraging Journeys on Foot and by Bicycle

Where appropriate and viable, applications for all forms of new habitable buildings within and adjacent to the settlement boundary shall make provision for sustainable access to the village centre, educational facilities, bus stops and public recreational facilities through construction of pedestrian and cycle routes to connect with the existing network of footpaths and cycle routes (Maps Section 5). Specifically, any development of 5 or more residences that relies on a road which is currently unadopted for access, will be encouraged to make provision for that road to be brought up to the standard of the public highway, including provision of a paved pedestrian footpath, and to maintain that enhanced right of way for a period to be agreed when planning permission is granted.

Applications for development throughout the Parish, but particularly outside the Settlement Boundary, shall ensure that the extensive network of public rights of way is protected. Where relevant, developer contributions will be sought to enhance the public right of way network, and in particular, to extend usage to those with restricted mobility, to horse riders and to cyclists in order to broaden access to the outstanding countryside within the Parish.

- 13.14 The Parish of Bramley contains a large array of footpaths and bridleways (see figures M5.1 and M5.2 in the Maps section). In addition, the centre of Bramley is serviced by the Surrey Cycleway. These provisions serve the Parish well from a recreational perspective.
- 13.15 Limited parking provision in the centre of the settlement area and the severe congestion in the village centre during term times make walking a preferable option for residents during term time working hours.
- 13.16 Policy BNP-I3 sets out to recognise the parking and traffic congestion constraints on vehicular traffic by requiring all new development proposals to ensure that they link to the existing network of footpaths and cycleways. The policy further recognises the needs of the old and infirm by seeking contributions to the improvement of recreational rights of way for those of restricted mobility, and for improvement of access to the settlement centre by increasing the provision of dropped kerbs and other means of enhanced access for those with limited mobility.

- 13.17 Several rights of way servicing developments within the settlement area, which are linked to the A281, are unadopted. As they stand, these roads fail to make adequate provision for pedestrians and offer irregular road surfaces for drivers and restricted access for service and emergency vehicles. This policy seeks to require developers who seek to build along these rights of way to contribute to improved pedestrian access and to improved road surfaces.
- 13.18 The Downs Link which follows the path of the former Guildford to Horsham railway line is recognised as:
- 13.18.1 a key recreational facility both for residents and numerous visitors;
- 13.18.2 a significant pedestrian and cycle link for children attending the various schools within the settlement area, enabling avoidance of congested and polluting roads, and;
- 13.18.3 a green corridor through the heart of the village.

BNP-I4: Improving Digital Connectivity

Applications to build mobile phone masts that improve wireless/mobile-communications within the Parish will be supported subject to:

- The applicant having demonstrated that they have exhausted mast sharing opportunities or that mast sharing is not practical, and
- Suitable landscaping and camouflaging of the masts is undertaken where possible; and
- The chosen location minimises the visual impact for as many people as possible.

Applications to improve wired/broadband connections within the Parish will be supported, and the Parish will support developments or house clusters or roads that seek to invest in Fibre to the Premises/Home (FTTP/H) for their area.

All new developments of 5 houses or more should demonstrate that they are investing in the necessary infrastructure such as ducting to provide the best possible mobile and broadband connectivity for that site given the constraints and should invest in ensuring those premises have FTTP/H if demonstrably viable.

- 13.19 Mobile phone reception in Bramley, including in the heart of the village, for some networks is poor or non-existent. Despite Surrey County Council's significant investment in Fibre to the Cabinet (FTTC) during 2014, which was warmly welcomed by Bramley, the Parish's rural nature means that houses are often too far from their cabinets so that superfast broadband speeds are inadequate.

- 13.20 Alongside traffic, mobile reception was identified in the Parish Plan as one of the most significant issues facing residents ⁵².
- 13.21 Proposals to install mobile phone masts have been controversial previously with significant objections and campaigns against proposed masts at Barton Road and Snowdenham Lane in previous years. However, the increasing importance and ubiquity of mobile telecommunications for home and business, improved technology and greater understanding of the lack of wildlife impacts associated with masts suggest that this plan needs to encourage the improvement of telecommunications within Bramley.
- 13.22 The lack of mobile coverage in significant areas of the Parish means that individuals may be unable to contact emergency services if they lack access to a landline, which represents a significant safety issue that this plan wishes to address.

⁵² Bramley Parish Council, 2010 Parish Plan.

BNP-L1: Supporting Retail Businesses

This plan supports the role of the Bramley Local Centre (see map below) centred on the High Street designated within the 2017 Waverley Local Plan as the focus for the local community in providing for everyday shopping and service needs. Proposals for residential use of upper floors add to the liveliness of centres and will be considered positively.

To strengthen the liveliness and economic resilience of the Local Centre, retail developments consistent with the scale and function of the centre will be supported.

Where planning permission is required, proposals that involve the loss of uses that fall within Use Class E will be resisted, unless the alternative ground floor use is a use that is appropriate to the local centre.

Proposals outside the Bramley Local Centre that result in the loss of shops within Use Class F2 will not be permitted, unless a minimum of 12 months marketing for that use class is demonstrated.

Outside the designated Local Centre, there is significant retail / commercial activity at Smithbrook Kilns and Birtley Courtyard. This plan is supportive of expansion of units in both sites that are not a disproportionate increase in the size of the original unit consistent with the Plan's infrastructure and environmental policies.

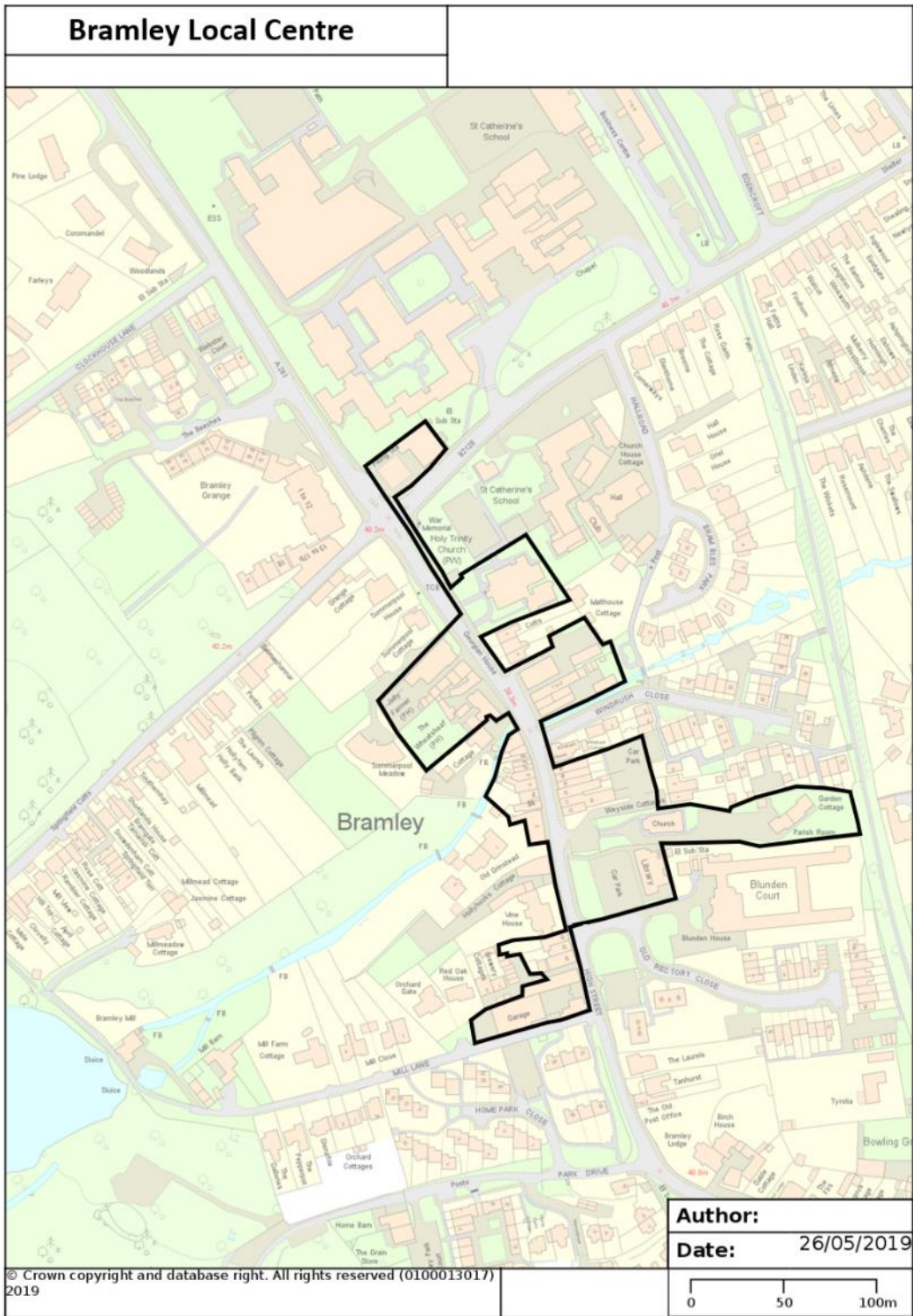


Figure 14.1: Bramley Local Centre

BNP-L2: Supporting Non-Retail Businesses

Proposals for the expansion of units at Bramley Business Centre will be supported so long as it does not involve a disproportionate enlargement of those units over their original size and subject to compliance with other development plan policies.

- 14.1 Bramley has over 50 non-retail businesses based mainly at Smithbrook Kilns and Birtley Courtyard outside the Waverley designated Local Centre. Some of these have national or international scope and while not serving Bramley residents directly offer local employment opportunities and enrich the Bramley rural economy.

BNP-L3: Supporting the Rural Economy

This plan supports appropriate schemes that enable the growth of Bramley's rural economy. In particular:

- the sustainable growth and expansion of all types of business and enterprise in Bramley will be supported, through conversion of existing buildings where appropriate;
- the development and diversification of agricultural and other land-based rural businesses through the conversion of existing buildings will be supported;
- the retention and development of local services and community facilities in the Parish, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, which respect the character of the countryside, will be supported.

- 14.2 Bramley is a large parish with extensive forestry, much of it unmanaged. Organisations, such as Surrey Hills Enterprises, are based in the Parish and run events of regional interest such as the annual Wood Fair. Bramley wishes to build on this and support leaders, entrepreneurs and business people in the rural economy to see Bramley as a supportive and well-connected base for their operations.

BNP-L4: Supporting the Visitor Economy

Bramley will support proposals for development that seek to bring visitors into the Parish who wish to engage with the rural area and economy through activities such as walking, visiting rural businesses, engaging with rural crafts and visiting local pubs. Where this involves the provision of limited and sustainable additional visitor accommodation achieved through the conversion and/or extension of existing buildings, this will be supported subject to compliance with environmental and infrastructure policies.

- 14.3 Related to the rural economy, Bramley has several organisations seeking to bring visitors into the Parish: these range from Surrey Hills Enterprises to Smithbrook Kilns to the Wheatsheaf and Jolly Farmer public houses. Limited accommodation is available in the village, primarily in the public houses.

15 DELIVERY PRINCIPLES

15.1 Implementing this plan

This plan will be implemented through the following:

- 15.1.1 Waverley Borough and Bramley Parish will apply the Plan's policies to planning applications brought forward during the plan period.
- 15.1.2 Bramley Parish Council will work with developers of allocated sites, potential rural exception sites and any applicants interested in conversions according to policy BNP-G2 to ensure applications are in line with what the Parish requires. All applicants are encouraged to speak to Waverley Borough and Bramley Parish Councils as early as possible in their thinking.
- 15.1.3 Bramley Parish Council encourages Bramley-based businesses to speak to the Parish Council about using its tools such as the Bramley Update email to reach local people, and engage with the Parish Council on topics such as parking where these are causing an issue for customers or staff.
- 15.1.4 Community-led housing and community land trusts are an effective enabler of local homes for local people and achieving affordable rents. This plan will consider such schemes to support delivery. If homes are owned by the community then the community could determine rents and an under occupancy let. So, for example, a community project could include housing for the young and elderly and even an element of market housing to off-set the costs of the Affordable Homes. This would require that the Parish Council in effect become a property developer which is a significant step but one that will be considered should the need arise during the plan period.

16 COMMUNITY ACTIONS

- 16.1 This section sets out the Parish Council's concepts for projects which can be delivered through use of Section 106 or Community Infrastructure Levy (CIL) funding, or by working in partnership with Borough and County Councils and voluntary groups.
- 16.2 Waverley Borough Council formally adopted a CIL charging schedule for planning applicants on 31st October 2018, with an implementation date of 1st March 2019.
- 16.2.1 The CIL is a planning charge that requires developers and householders applying for planning permission to contribute towards the cost of infrastructure to support development. CIL funds can be used for infrastructure projects that benefit the entire community and are not linked specifically to the development schemes. Other developers' fees such as Section 106 will continue to play an important role in the delivery of infrastructure in the Borough but are limited to improvements to make a specific site acceptable.
- 16.2.2 The CIL can be used to fund a wide variety of community infrastructure projects, including transport networks, school expansion schemes, new health centres and leisure facilities. The charging schedule adopted by WBC will generate approximately £40,000 for every new home built in the area and will also generate income from some retail developments. Towns and parishes, where there is a made neighbourhood plan, will receive 25% of the CIL collected on developments within the plan area for use on locally determined infrastructure projects.
- 16.3 Bramley Parish Council has not yet created an Infrastructure Delivery Plan (IDP) aimed at listing costed projects that have been prioritised through public consultation. This is because:
- The Parish IDP will need to dovetail with the Waverley IDP. The Waverley document is in existence however work is ongoing to prioritise expenditure on the listed projects so it is not yet clear when projects impacting Bramley will be carried out;
 - Bramley has identified a relatively low incremental housing need and so is not anticipating a rapid influx of CIL funding.
- 16.4 Bramley Parish Council has developed a list of generic and specific projects that could be funded through CIL or specific S106 contributions.
- 16.4.1 Specific projects suited to CIL funding will be costed and consulted on and then incorporated into the Parish IDP during 2019 / 2020. The Parish IDP will be a living document and residents will be encouraged to submit proposals for new projects, suitable for inclusion in the IDP, at any time.
- 16.4.2 Education Projects

- 16.4.2.1 **Bramley Infant and Nursery School.** The School would benefit from greater accessibility from footpaths and from improved parking and drop off facilities for cars. This plan seeks additional investment into such provision.
- 16.4.3 Traffic and Road Safety Projects
- 16.4.3.1 **Traffic mitigation and safety measures.** Traffic is the single biggest issue for the Parish. Valuable but costly measures such as Vehicle Activated Signs help reduce speed and improve safety. Use of S106 funds for such purposes has already been welcomed in the Parish.
- 16.4.3.2 **Foot and Cycle Paths.** The Parish is well served by the Downs Link and footpaths through the Parish. Proposals to further improve cycle and foot access will be welcomed particularly where they are sufficiently ambitious to replace car journeys with journeys on foot or bicycle.
- 16.4.3.3 **Cycle Route to Guildford.** A proper cycle route to Guildford alongside the A281 would be desirable both as a leisure amenity and to reduce traffic by encouraging a greater level of commuting to Guildford by bicycle. Most of the necessary works would be in Shalford (Guildford Borough) rather than Bramley (Waverley Borough), but there would be significant benefits for sustainability for all residents south of Guildford. The cost would be significant and is likely to require borough-level CIL funding, however local improvements and modifications such a signage and rest points could be funded at parish level through CIL or S106 contributions.
- 16.4.3.4 **Parking.** The Parish has significant issues with parking and developments that provide additional parking for those driving into or working in the village centre will be welcomed.
- 16.4.4 Community Facilities Projects
- 16.4.4.1 **Pavilion.** The cricket pavilion on Gosden Common is relatively old and unattractive. Bramley would like to replace the pavilion with a larger, more modern building.
- 16.4.4.2 **Play Areas.** The well-used Eastwood Road Play Area is maintained by the Parish Council. A substantial revamp of the Play Area with additional and more modern equipment is currently beyond the financial means of the Parish Council.
- 16.4.4.3 **Public Green Spaces.** The Parish has significant public spaces such as outside the Library, that part of Gosden Common within Bramley Parish, and the verges along the A281. While Bramley has funds to undertake limited planting and maintenance, it does not have funds for significant landscaping projects that would materially improve the Bramley environment.
- 16.4.4.4 **History.** Bramley has a rich history and various organisations in the village have accumulated significant archive material. CIL funding could support the opportunity to create a facility to store and display Bramley’s history to the wider public.

PROPOSALS MAP

This section contains a map identifying the location of the allocated site proposed in this plan.

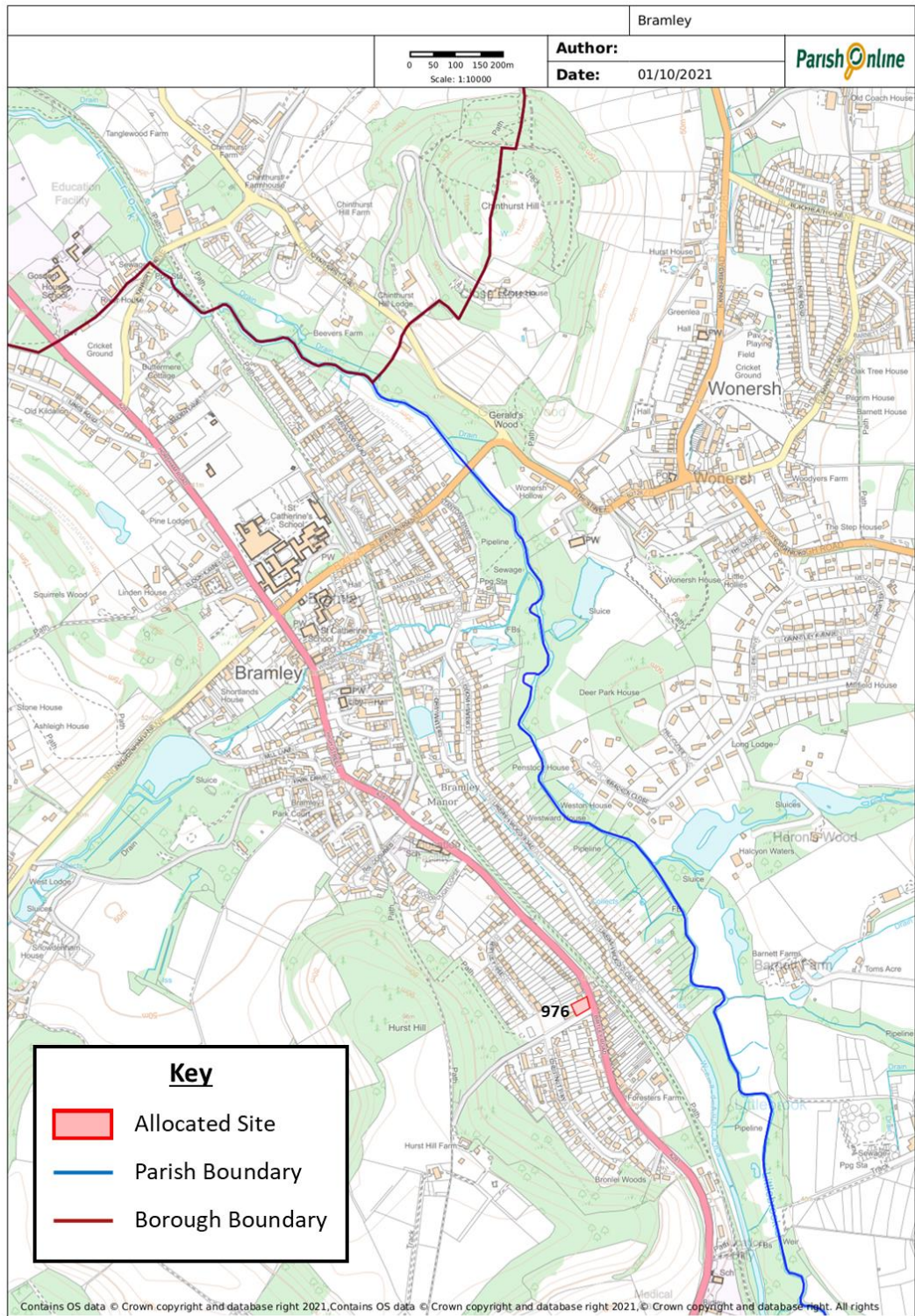


Figure 17.1: Location of the allocated site.

LIST OF ABBREVIATIONS

Below is a list of abbreviations that have been used throughout the Bramley Neighbourhood Plan and related documents:

AGLV	Area of Great Landscape Value
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BNPSG	Bramley Neighbourhood Plan Steering Group
BPC	Bramley Parish Council
CIL	Community Infrastructure Levy
FTTC	Fibre to the Cabinet
FTTP/H	Fibre to the Premises / Home
HRA	Habitat Regulation Assessment
HNR	Housing Needs Report
HNS	Housing Needs Survey
IDP	Infrastructure Delivery Plan
LAA	Land Availability Assessment
LGS	Local Green Space
LPA	Local Planning Authority
LPP1	Waverley Local Plan Part 1
LPP2	Waverley Local Plan Part 2
NPPF	National Planning Policy Framework
RES	Rural Exception Site
SA	Sustainability Appraisal
SAC	Special Areas of Conservation
SB	Settlement Boundary
SBK	Smithbrook Kilns
SCC	Surrey County Council
SEA	Strategic Environmental Assessment
SHMA	Strategic Housing Market Assessment
SPA	Special Protection Area
SPD	Supplementary Planning Document
SVVs	Strategic View and Vistas
WACT	Wey & Arun Canal Trust
WBC	Waverley Borough Council
WLP	Waverley Local Plan