

ALFOLD NEIGHBOURHOOD PLAN 2017-2032

Reg.14 Consultation Version

October 2022

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Schedule of Policies

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	Business & Tourism	ANP BT1	Retail and Service Facilities
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		ANP BT4	Tourism
Countryside & Environment	Green Spaces	ANP GS1	Local Green Space Designations
	Dark Skies	ANP DS1	Exterior and Street Lighting
	Protecting Settlement Character	ANP PSC1	Protect dispersed rural settlement character
	Biodiversity	ANP BD1	Biodiversity in New Developments
		ANP BD2	Improving the Existing Environment
	Wey & Arun Canal	ANP WA1	Wey & Arun Canal
Community	Health, Wellbeing & Leisure	ANP HW1	Health, Wellbeing & Leisure
	Education	ANP ED1	Education facilities

Theme	Policy Area	Policy No.	Policy
Infrastructure	Traffic & Transport	ANP TT1	Sustainable Public Transport
		ANP TT2	Footpaths, Cycleways and Public Rights Of Way
		ANP TT3	Road Safety and Amenity
		ANP TT4	Movement Corridors
	Digital Connectivity	ANP DC1	Digital Connectivity

1 Foreword

1.2 Alfold Parish Council ('the Parish') commends this Neighbourhood Development Plan to all who live, work and visit our rural Parish situated on the southern border of the County of Surrey, and under the planning jurisdiction of Waverley Borough Council. This is an important part of the statutory planning framework that will shape the future development of this community in the years ahead, and specifically until 2032.

1.3 Every Neighbourhood Plan is unique, and responds to the particular needs of the local community. In the case of Alfold, at the time of preparation of the Plan, the situation in respect of planning and development in the Parish has been subject to recent and very radical change, which has been outside the control of the Parish. Therefore, this Plan has been prepared using the latest data to respond to the significant challenges the local community faces in trying to achieve what national policy requires - *Sustainable* development.

1.4 The impact of building 447[1] new houses in an existing small and scattered rural community previously numbering some 449 households, cannot be over-stated. This is the reality facing Alfold in 2022. Evidence in the Plan demonstrates that this community has the highest level deprivation of rural parishes in Waverley, is remote from most essential community services such as schools and health facilities, and is extremely poorly served by public transport. It is forced to be a car-dependant community, which flies in the face of all government and local authority initiatives towards a creating a carbon-neutral and sustainable society. The level of development now underway has been permitted with no material improvement in physical or social infrastructure to date to mitigate this situation. This Plan therefore aims to redress the imbalance this has created.

1.5 The challenge addressed in this Neighbourhood Plan is how to manage such change in ways that are sustainable, provide for positive long term outcomes for local residents of all ages and in a wide spectrum of social and economic circumstances. Our priorities, summed up in the Vision below, are not just to maintain and protect the rural nature of the Parish and its way of life, but also to ensure that development, when it happens, makes a positive contribution to the wellbeing of everyone living and working in Alfold.

[1] See 'Housing' (section 5 of the Neighbourhood Plan) and Appendix D

2. Introduction, Context and Vision

2.1. The Parish Council has produced this Neighbourhood Plan to serve the development planning needs of the local communities in the Parish of Alfold, a process which started in 2017 and will be completed upon final adoption when the Plan is 'Made', by local referendum. It will form part of the Development Plan for this part of Waverley Borough, informing residents, local businesses and organisations, as well as developers what are the desires, aims and objectives of the Parish as it seeks to fulfil its vision. The policies within the Plan will be used to inform and help determine planning applications for development in the Parish. The Plan formally applies to the period 2017-2032.

2.2. The Plan complements the other tiers in the Local Development Plan, as described in Chapter 4. It is important that the Neighbourhood Plan is read as a whole. All policies should be viewed together alongside the wider development plan policies published by Waverley Borough Council when preparing, considering and determining planning applications.

Consultation, Aspirations, Vision and Objectives

2.3. In the first stages of developing the Plan, an overall vision, and associated objectives were drawn up by the Steering Group, through facilitated workshops, and then confirmed through public consultation in 2017 and 2019.

VISION

Alfold's Vision is to remain an attractive and desirable place to live, meeting the needs of all ages in a community seeking to provide a good quality of life for all residents in a rural village environment.

The Neighbourhood Plan aims to sustain and shape a thriving, healthy and safe community, supported by appropriate infrastructure, including transport links and offering a range of housing and employment opportunities, maintaining heritage assets, green areas and access to the countryside.

2.5 In 2017, a Village Survey was undertaken to gauge the aspirations and concerns of local residents. This was a vital starting point for most of the Policies, however given the radical change in development circumstances

in 2021/2, it was decided to organise another survey of residents in 2022[2]. This has enabled an understanding of the current views of residents, including new members of the community who have moved to Alfold since 2017.

OBJECTIVES

Objective 1 – Housing Opportunities

To ensure that opportunities for sustainable residential development in the Parish are managed to provide the types and styles of housing that are needed, taking into account design, energy efficiency, and affordability, with the aim of meeting the requirements of residents of all situations and ages.

Objective 2 – Environment

To protect and enhance the Parish's rural village environment, including wildlife and biodiversity, green spaces and heritage assets within the diverse landscapes and views of the Parish and to protect Alfold's "dark skies"

Objective 3 - Infrastructure

To maintain and enhance the existing provision of facilities and services and ensure appropriate new provision is made for any future development within the Parish.

Objective 4 – Sustainable Businesses

To continue to support the local economy, sustaining existing businesses and agriculture and providing opportunities for new businesses to become established on suitable sites in the Parish.

Objective 5 –Transport

To maintain and enhance sustainable transport links within, to and from the Parish and encourage Active Travel (walking and cycling)

Objective 6– Health and well being

To promote the health and well-being of all individuals within our community

2.6 A well-attended public consultation meeting in the Village Hall in 2019 (attendance 92 people) provided an opportunity to present draft plans to

[2] See Residents' Survey (2022) in Appendix J

the public, with an exhibition and talks being given. Views from members of the public were invited and feedback documented. Draft policies were produced taking into account the feedback from this consultation.

2.7 A key output from the consultation process was a list of six key Objectives that guide the formation of the Policies within the Plan. These are listed above.

2.8 The Neighbourhood Plan is supported by a number of appendices which give more details about the evidence on which the policies have been based, including specific surveys and consultations undertaken, and findings of complementary reports and studies. The success of this Neighbourhood Plan will depend on a continuing collaborative approach, with all parties working towards the common vision.

2.9 It is important to realise that some subjects that are of importance to local residents[3] do not feature as separate Neighbourhood Plan Policies; this is not because they have been ignored, but rather the requirements locally are fully covered by national policy and/or Local Development Plan Policies. The Parish will be scrutinising all development proposals in detail for compliance with relevant Policies in these areas, as with other topics. In particular;

2.9.1 Heritage (see Policy HA1 of LPP1, and Alfold Conservation Area Appraisal[4])

2.9.2 Flooding (see Policy CC4 of LPP1)

2.9.3 Road Safety (dealt with by Surrey County Council, as Highway Authority), on both a development proposal level when applications are submitted, and also at a general level considering area-wide schemes based on latest traffic flow and accident data

2.10 Alongside the Neighbourhood Plan a Design Code[5] has been prepared. It was adopted by the Parish Council in 2020 and is an illustrated guide for home owners, developers and all interested parties. The Design Code is embedded / referenced in appropriate policies in the Neighbourhood Plan, and applicants and decision makers will be required to use it and follow its recommendations. It forms part of the Neighbourhood Plan and is

[3] See results of Residents' Survey (2022) in Appendix J
[4] Alfold Conservation Area Appraisal, Waverley Borough Council, Adopted 16 February 2016
[5] Alfold Neighbourhood Plan Design Code, Aecom, August 2020

presented as a free-standing appendix for use by applicants and decision-makers.

2.11 The Design Code provides a comprehensive Policy review that cross-references relevant national and Local Plan policies that impinge upon the Neighbourhood Plan. By following the common approach and standards for creating and maintaining a high quality local environment set out in the Code, development can respond sensitively to the rural setting of the community. The Design Code provides a framework for design that will respect local heritage, character and landscape as well as setting the design parameters required to ensure that new development creates a modern, sustainable community that residents need and aspire to. In the 2022 Residents' Survey (see Appendix J), the majority of respondents who had read the Code were supportive of its contents. Other resources are also referenced in the Code and this Plan.

3. Alfold – Parish and Community

3.1. Alfold is a small rural village and civil parish in Surrey, on the West Sussex border and is part of Waverley Borough. The village has a long history going back over 1000 years. Alfold is a dispersed or polyfocal village in the Green Belt, which is buffered from all other settlements. The Greensand Way runs north of the village along the Greensand Ridge and two key roads form the spine of the Parish; the A281 (Guildford to Horsham) and the B2133 (Alfold to Ashington). Two Settlements are formally designated in the Borough Plan in the historic village centre, and further north, at Alfold Crossways (see Appendix A).

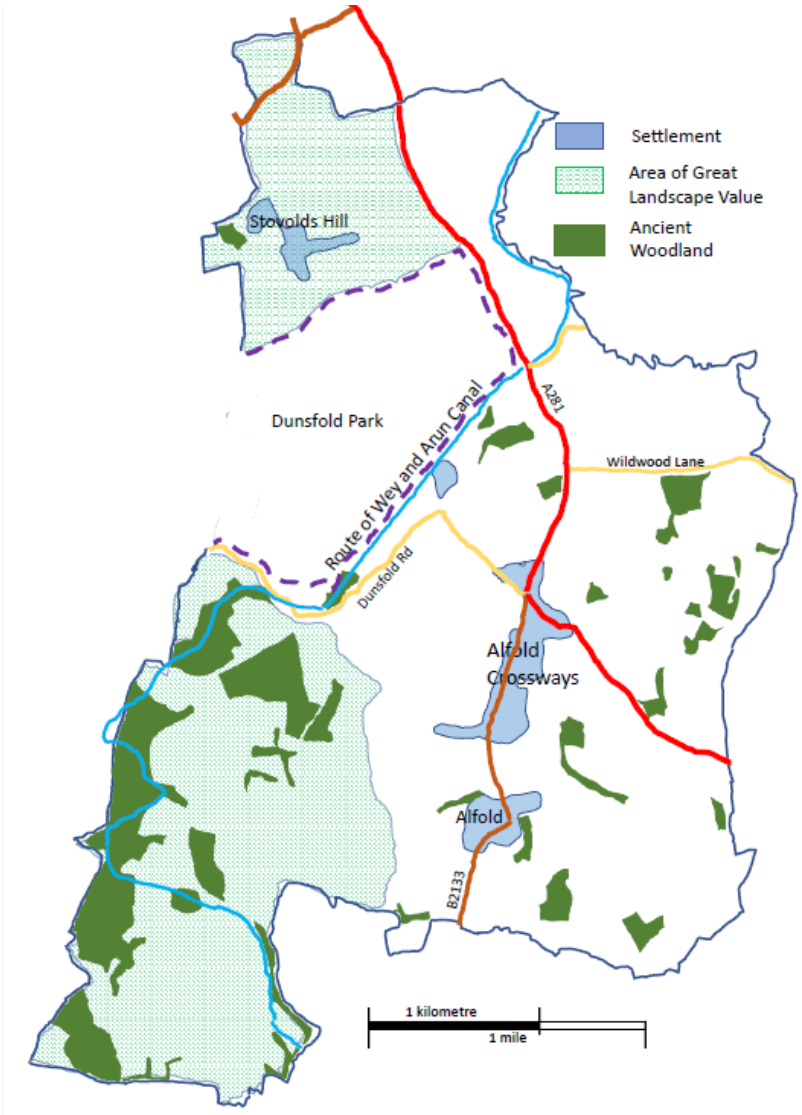


Fig. 1 Alfold Neighbourhood Plan Area context map
with settlement clusters and landscape designations (data source; Surrey Interactive Map)

3.2. There are three identifiable residential clusters within the Parish, each with a slightly different character and community, and these extend beyond the designated 'Settlements'. The Neighbourhood Plan makes reference throughout to these clusters as follows;

3.2.1. Alfold (historic centre); based around the 13th Century parish church of St Nicholas, and embracing a designated Conservation Area, village store, post office, chapel and small business units.

3.2.2. Alfold Crossways; a linear and more recently constructed community with varied housing and featuring a multi-purpose recreation facility

3.2.3. Stovolds Hill/Hall Place; a community of older properties, as well as settled traveller accommodation, separated from the other Alfold communities by the former WW2 aerodrome (now business park) of Dunsfold Park[6]

3.3. The population was 1,059 in the 2011 UK census, and historically has grown extremely slowly (1.24% in the ten years 2001-2011). A more comprehensive summary of social and demographic data based on the 2011 census (i.e. the most recently available) is given in Appendix C.

3.4. The character of the Parish was historically based on its being a hub of trades, with a history of farming, iron-working, charcoal burning as well as glass-making. It is a typical weald, sometimes called 'fold country', village, set in a largely flat area characterised by poorly-drained clay soils. Agriculture remains the key economic activity, if one discounts business activity at Dunsfold Park, which is excluded from the Neighbourhood Plan area (see Appendix A). A more detailed account of the history and heritage of the village can be found in Appendix F.

3.5. The Parish now has no schools, the original school house located in an old almshouse within the church grounds being destroyed in 1880, and the Parish school opened in the 1870s finally closing in 1993. Since the closure of the Crown Inn in 2011, there are no longer any public houses within any of the three communities in the Parish, although there are licensed premises at 'The Barn' in Alfold Crossways. The village shop closed in 2022. Public transport is very poor, with no rail station within 15km and very

[6] Note that the site known as 'Dunsfold Park' is referred to in LPP1 as 'Dunsfold Aerodrome' (strategic Site SS7) and the two names are interchangeable where referred to in the Neighbourhood Plan

limited bus services. This background sets the scene for planning future development in this relatively remote rural Parish; the degradation and lack of investment in community facilities, transport and other infrastructure have left the community with significant needs that must be met if development is to be truly 'sustainable', as required by National Policy and the Local Development Plan.

4. Planning Policy Context

4.1. The planning policy framework in England comprises three spatial tiers at national, local and neighbourhood level. The expectation is that with each tier the level of specific detail should increase.

4.2. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires decisions on planning applications to be made in accordance with the Development Plan, unless other material considerations indicate otherwise. The Development Plan comprises Waverley Local Plan Part 1 (LPP1) and saved policies from Local Plan 2002. At the time of writing, Local Plan Part 2 (LPP2) is subject to Examination. LPP1 establishes strategic policies for the Borough as a whole, and are policies which the Neighbourhood Plan are required to be in general conformity with. LPP2, once adopted, will include site allocations and development management policies. The Neighbourhood Plan includes more locally specific policies to Alfold and, once made, will become part of the Development Plan.

4.3. The Neighbourhood Plan is required to be in general conformity with the strategic policies of the Development Plan. Strategic policies of relevance to the Alfold Neighbourhood Plan area include:

4.3.1. **Policies SP1 and SP2** include a presumption in favour of sustainable development and establish a spatial strategy that seeks to maintain the character of the Borough and hierarchy of settlements.

4.3.2. **Policy ALH1** establishes housing requirements for main settlements and parishes across the Borough. This includes a requirement for 125 new homes in Alfold Parish (excluding Dunsfold Aerodrome) to be delivered over the period 2013-2032.

4.3.3. **Policy ST1** supports the delivery of active and sustainable transport (e.g.: walking, cycling and public transport) measures as part of new development.

4.3.4. **Policy ICS1** seeks to deliver new infrastructure to support new development. It also resists the loss of key services and facilities.

4.3.5. **Policies AHN1 – AHN4** establish the requirements for affordable housing and mix of housing types and sizes to meet housing needs.

4.3.6. **Policies EE1 and EE2** seek to protect existing employment sites and support the provision of new employment related development. In areas such as Alfold, policy seeks to support and promote a strong rural economy.

4.3.7. **Policy TCS3** supports the provision of small-scale local facilities in neighbourhood and village centres to meet local needs as well as resisting the loss of existing facilities.

4.3.8. **Policy LRC1** seeks to retain existing open space, leisure and recreation facilities, and require new provision in line with established standards.

4.3.9. **Policies RE1 – RE3** seek to protect the quality and character of the landscape and areas of countryside outside defined settlement boundaries.

4.3.10. **Policy TD1** promotes high quality design that responds to local character, linked to which **Policy HA1** seeks to protect the significance of heritage assets in the Borough.

4.3.11. **Policies NE1 – NE3** seek to conserve and enhance biodiversity, watercourses and designated areas of significance (i.e.: Thame Basin Heath Special Protection Area).

4.3.12. **Policies CC1 – CC4** establishes policies that support sustainable design and construction and help respond to the climate emergency, including the approach to development, flood risk and renewable energy.

4.4. National Policy does not form part of the Development Plan, but is an important material consideration that sets a template for the preparation of Development Plan Documents.

4.5. In addition, Waverley Borough Council (WBC) may prepare guidance documents that expand on the intention of Development Plan Policies. Technically, these do not form part of the Development Plan, but are relevant material considerations to the determination of planning

applications. Guidance issued by other bodies such as Natural England or Historic England is also a material consideration.

5 Development Theme

Housing

Introduction

5.1 Policy SP2 of the Waverley Local Plan (LPP1) establishes a spatial strategy for future growth across the Borough as a whole and notes that to meet development needs in a sustainable manner, whilst maintaining the character of the Borough, a limited level of development will be accommodated in and around Alfold. This is expanded upon in Policy ALH1 which establishes a minimum housing requirement for Alfold Parish of 125 new homes (not including Dunsfold Aerodrome) over the period 2017 to 2032.

5.2 Since LPP1 was adopted a large number of sites have come forward in the Parish, including those subject to appeal, and which have either been built, are under construction or now have planning permission. These sites are mapped in Figure 2 and will deliver 447 new homes (details of which are found in Appendix D), considerably exceeding the established housing target for the Parish.

5.3 This quantum of change (which doubles the existing housing stock), but without any significant increase in key infrastructure, poses a new challenge to managing sustainable development in the Parish.

5.4 The requirements of Policy LPP1 of the Local Plan have been met, in terms of housing numbers, and therefore the Neighbourhood Plan does not allocate sites for new housing. Earlier consultations carried out regarding potential sites are documented in the accompanying Consultation Statement.

5.5 Local residents feel overwhelmingly that local need for new housing has already been met, with 90% saying in the 2022 survey[7] that there is 'no need for more new homes in the Parish in addition to those already given permission'.

5.6 However, it is recognised that planning applications for new homes are likely to come forward over the period of the Plan. Indeed, as the Vision for the

[7] Residents Survey (July 2022) Q18, see Appendix J

Neighbourhood Plan sets out, it is important to provide a range of new homes to meet the needs of all members of the community, while ensuring Alfold remains an attractive and desirable place to live. Proportionate housing development can bring benefits to the community through developers contributing to infrastructure and improvements to local services, whilst additional residents will support and help to sustain local businesses and facilities.

5.7 This section of the Neighbourhood Plan thus establishes policies in respect of appropriate locations for new homes, housing type, size and tenure. The Policies in this theme deliver the Vision by supporting the following Plan Objectives:

5.7.1 **Housing Opportunities**: ensuring that opportunities for residential development in the Parish are managed to provide the types and styles of housing that are needed, taking into account design, energy efficiency, and affordability, with the aim of meeting the requirements of residents of all situations and ages.

5.7.2 **Environment:** Protecting and enhancing the Parish's rural village environment, including wildlife and biodiversity, green spaces and heritage assets within the diverse landscapes of the Parish and to protect Alfold's "dark skies".

5.7.3 **Infrastructure**: Retaining and, most importantly, enhancing the existing provision of facilities and services and ensure appropriate new provision is made for forthcoming developments within the Parish.

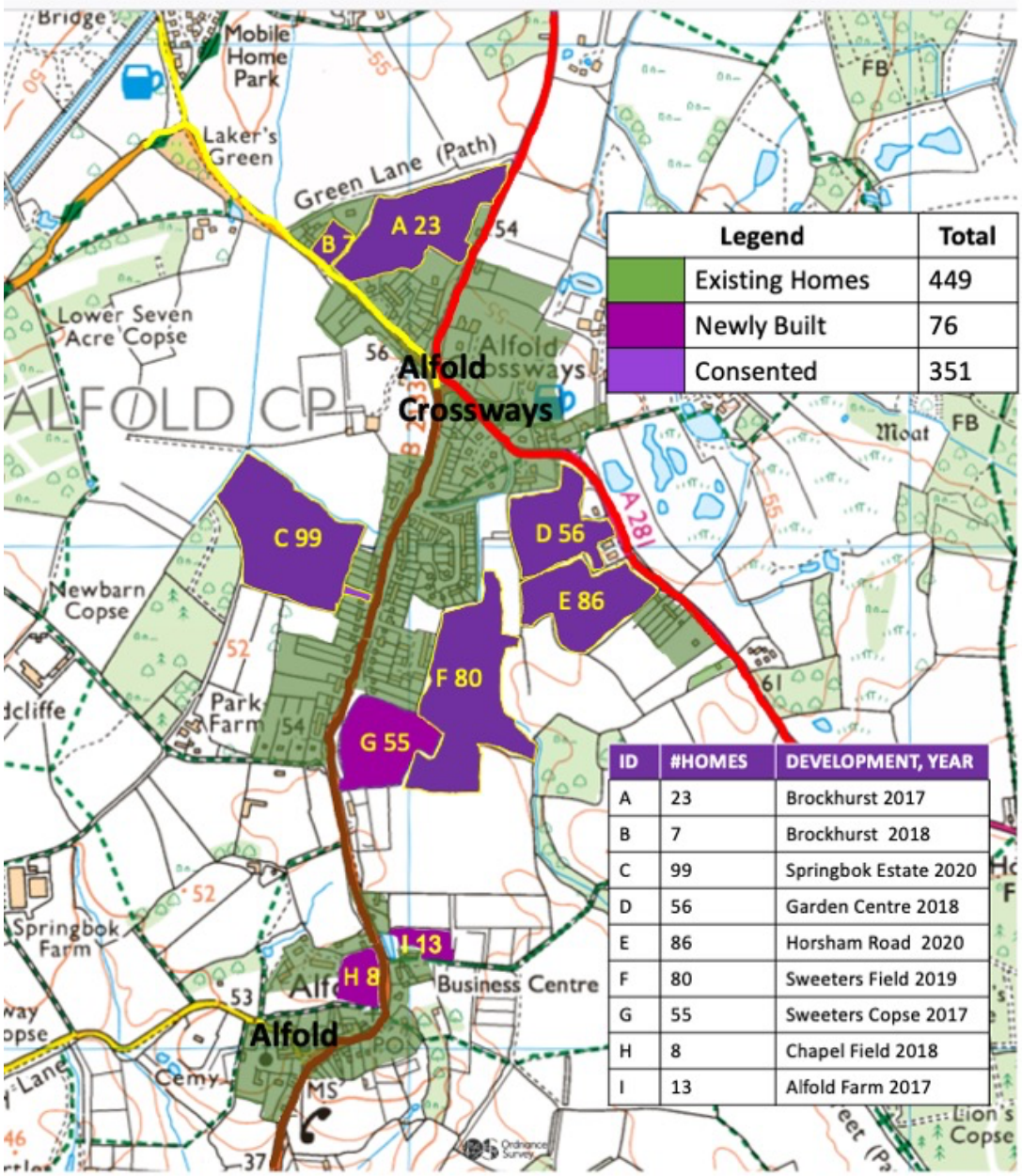


Fig. 2 New house building permitted 2017-2022
(smaller sites not shown for clarity)

Scale and location of development

5.8 The Parish accepts that some new housing development will come forward over the Plan period. However, through community consultation exercises, it was made clear that the rural character of the Parish should be retained. The Consultation Statement supporting this Plan demonstrates that local residents have consistently favoured small scale developments. The Neighbourhood Plan policies have been framed to reflect this within the overall context of achieving sustainable development.

5.9 In the context of what follows, while we have not placed a strict definition on 'small-scale' in the context of development, one guide is usefully given in the NPPF, and echoed by Waverley Borough Council, is that major development is defined as delivering 10 or more (net) housing units (and less than this can be considered 'small'). However, 'Scale' is a composite of number of factors including the number of units, mass, grain, density and context of its surroundings, and planning applications will be considered in this light.

5.10 It is important that any future development respects the essentially open character of the Parish and safeguards the natural beauty and landscape of the area (see 'Protecting Settlement Character' policy ANP PSC1). Scale and density will be important considerations in making this judgement.

5.11 The Alfold Design Code notes that the Parish remains a predominantly rural area with a dispersed settlement pattern focussed around three main clusters, being Alfold, Alfold Crossways, and Stovolds Hill. A distinction should be made between 'Settlements' formally designated in the Development Plan (LPP2), of which Alfold Parish contains two, and other existing clusters of residential buildings. The two designated Settlements are Alfold Crossways and Alfold, and their boundaries are mapped in Appendix A. It should be noted that these Settlements are constantly evolving, and this is a particular concern which is addressed by Policy ANP PSC1.

5.12 The Parish remains, as stated in the Alfold Conservation Area Appraisal, a *'rural tranquil landscape'*, where '*the built-up areas are surrounded by open fields, small woodlands, copses and farmlands'*. The Design Code has a strong focus on development being in-keeping with the strong rural nature and character of the area, including the pattern of growth and the setting of development in the rural landscape.

5.13 The Design Code states that development should maintain the visual and physical separation between settlements, avoiding coalescence, that development should reflect the settlement character, and that any new development should be carefully sited to minimise negative impacts on the landscape.

5.14 Policy RE1 of the Waverley Local Plan (LPP1) notes that the intrinsic character and beauty of the countryside will be protected and safeguarded. In line with this, any proposed development in the Alfold Neighbourhood Plan area should be located within existing designated

Settlement Boundaries, protecting the rural character of their setting. Small-scale infill development within these boundaries for schemes will be considered favourably. Infill of the two existing designated Settlements is defined in the context of the Neighbourhood Plan as: filling a small, restricted gap in the continuity of existing frontage buildings or on other sites within the built-up area where the site is closely surrounded by buildings. It *excludes*;

5.14.1 Development involving the outward extension of the built-up areas of the two designated Settlement boundaries, including in open countryside gaps between these areas (consistent with Policy ANP PSC1)

5.14.2 Development considered to be back land or unneighbourly development that requires unsuitable access, reduces the privacy of adjoining properties or is inconsistent with the character of the village

Policy ANP H1 – Residential Development

1. Other than where the proposal involves a Rural Exception Site (under Local Plan Policy AHN2), applications for small-scale housing developments in the Neighbourhood Plan area will need to meet all of the following criteria:

   1.1. The proposed development is for an infill gap, or on previously developed land, within existing Settlement Boundaries (as defined in Local Plan Part 2) or within the continuity of existing buildings.

   1.2. The proposed development will not result in the outward extension of the Settlement areas or any contiguous extensions of the Settlements (either built or with permission granted) onto greenfield open countryside land.

   1.3. The proposed development contributes positively to the physical and social infrastructure of the Parish either within the development site or at other suitable locations.

   1.4. The proposed development reflects the scale, grain and density of built development in the vicinity of the site.

   1.5. The proposed development has been informed by and responds positively to the Alfold Neighbourhood Plan Design Code.

Housing Need (Type and Mix)

5.15 A Housing Needs Assessment (HNA) has been published as evidence to the Neighbourhood Plan[8]. This provides key evidence for our policies on housing in the context of the social and demographic mix of the Alfold population, with key conclusions summarised below;

5.15.1 The development sites in hand 'are likely to accommodate the housing needs of any future incoming residents to the area that may be expected over the coming decade'

5.15.2 'Market housing is likely to remain out of reach to most'

5.15.3 'Affordable housing for rent (particularly on social rents) is essential for accommodating those on lowest incomes in Alfold, who can afford few other options'

5.15.4 'Alfold's housing stock in terms of size is similar to Waverley as a whole'

5.15.5 'Relative lack of terraced housing'

5.15.6 'Modelling shows an affordability challenge and as such, it is recommended that priority is given to mid-sized homes but to a degree that aligns with the wider objectives of the community and does not limit choice or threaten viability e.g. by continuing to provide smaller homes with fewer bedrooms'

5.15.7 'In relation to older people; it is considered that Alfold's position in the settlement hierarchy makes it a relatively less suitable location for specialist accommodation on the basis of the accessibility criteria and the considerations of cost-effectiveness'

5.16 The HNA commented in detail on the type, mix and specialist provisions of housing required in the Plan period[9]. It found 'no obvious imbalances' in the mix of housing stock. If anything, Alfold appears to have more 1-bed properties than it is projected to need, though the HNA supports some additional provision on the grounds of improving affordability[10].

5.17 The nearby Strategic Site of Dunsfold Aerodrome (which is referred to as 'Dunsfold Park' in the HNA) is excluded from the Neighbourhood Plan, so

[8] Alfold Housing Needs Assessment, Aecom, June 2022
[9] Chapter 5, Alfold Housing Needs Assessment, Aecom, June 2022
[10] Para 18 p9 Alfold Housing Needs Assessment, Aecom, June 2022

although the HNA points out the reality that 'it remains possible that this site can help meet local needs in Alfold'[11], this has not affected the Plan policies.

5.18 The analysis of demographic projections in the HNA[12] reached the conclusion that an overall mix of dwelling size that would be required in housing developments taking place between now and 2032 was unexpectedly skewed (see second column in Table T1), with no new 1-bed properties being needed. The HNA went on to suggest[13] that there may be good reasons to propose an adjusted (that is, more pragmatic) distribution. The target distribution has therefore been adjusted (in the third column in Table T1), with the aim of providing balance within new developments and consistency with the Borough Plan. This also responds to public feedback where smaller (1- and 2-bed properties) were seen as being required – probably for reasons of affordability but also likely as a result of very few such properties in the existing stock coming on to the open market.

Size (No. of Bedrooms)	Target % dwellings in developments up to 2032			
	Based on HNA analysis	Market homes (adjusted for ANP)	Affordable homes (LPP1 required mix)	Total mix market + affordable
1	0%	0%	9%	9%
2	14%	14%	12%	26%
3	57%	38%	7.5%	45.5%
4+	29%	18%	1.5%	19.5%
Total	100%	70%	30%	100%

Table T1 Distribution of dwelling sizes in new developments

5.19 In assessing the distribution of house sizes proposed in planning applications, the Parish Council will give careful consideration to the number and sizes of rooms according to use and compliance with national standards[14].

[11] Para 32 p12 Alfold Housing Needs Assessment, Aecom, June 2022
[12] Table 5-7 Alfold Housing Needs Assessment, AECOM, June 2022
[13] Para 168 Alfold Housing Needs Assessment, AECOM, June 2022
[14] Technical Housing Standards – nationally described space standard, DCLG, March 2015

Retirement Housing Provision

5.20 Demographics indicate that there will be an increasing need for housing provision for the elderly in Alfold. Many residents are content to continue into retirement in their current homes; others seek alternative housing in the village with needs falling into two general categories:

5.20.1 Homes for those who wish to downsize and for surviving partners; the stock of smaller houses has been much reduced over the last thirty years as many have been extended. There is a need for two-bedroom, high specification dwellings, mainly single storey and with modest gardens;

5.20.2 Sheltered housing, for those capable of independent living with limited support. The only existing provision in Alfold is at Springbok Estate (which is restricted to former merchant and navy seamen) and the Plan would support limited development of this provision

5.21 For older residents to be able to downsize there may be a need to limit the extension of new smaller homes to keep them available to both older residents and younger people.

5.22 However, the HNA makes a commentary on these aspects[15], and its conclusion[16] is that the location of the village 'makes it less suitable for specialist accommodation'. This ties in with evidence presented elsewhere in this Plan and in Appendix I on the existing limited access to services. Therefore there is no specific policy requirement in the Plan for specialist housing provision.

Housing Types

5.23 The HNA noted the small number of terraced properties, so these are to be encouraged17. A 'balanced' mix of housing types, while not necessarily including 'specialist housing' (as explained above), should not preclude provision of bungalows or other forms of homes that would be suitable for an ageing population and or provide opportunities for downsizing.

5.24 The Council supports the provision of adaptable homes, to facilitate changing needs over time, which is in line with LPP1 Policy AHN3.

[15] Chapter 6, Alfold Housing Needs Assessment, Aecom, June 2022
[16] Para 29 p11 Alfold Housing Needs Assessment, Aecom, June 2022
[17] Para 10 p8 Alfold Housing Needs Assessment, Aecom, June 2022

Policy ANP H2 –Housing Type and Mix

1. Development proposals will be supported which provide homes that align with local need. Subject to viability, new development should contribute towards delivery of the following mix of housing sizes:

   1.1. 1-bedroom homes: 9%

   1.2. 2-bedroom homes: 26%

   1.3. 3-bedroom homes: 45%

   1.4. 4-bedroom homes+: 20%

2. Any proposals for a mix that significantly departs from that in paragraph (1) will need to be supported by information that demonstrates how this is meeting local need.

3. Where planning permission is required, proposals should not result in the overall loss of 1- or 2-bedroom homes in the Neighbourhood Plan area.

4. Provision should be made for a mix of housing types that reflect the scale, grain and character of surrounding dwellings and respect neighbouring residential amenity. All proposals should show how they have been informed by and respond to the Alfold Design Code.

5. Proposals that include homes designed for occupation by the elderly, including smaller homes that offer opportunities for downsizing, such as bungalows, will be supported, subject to compliance with other policies in the Development Plan.

Affordable Housing and its allocation

5.25 The quantum of 'affordable housing' to be delivered in new developments is set out in the Borough Plan (Policy AHN1). This means, as Alfold is a non-designated Rural Area, that 30% of units must be Affordable in a development delivering a net increase of 11 or more dwellings. At a local level, the HNA addresses the complex subject of affordability of housing for

the local population in detail[18]. Overall, it concludes[19]; '*Affordable rented housing (particularly social rent) is essential for accommodating those on lowest incomes in Alfold, who can afford few other options*'.

5.26 The HNA notes that affordable home ownership schemes such as First Homes would be of benefit to those who can't currently afford to purchase a property. Government guidance indicates that a minimum of 25% of all affordable housing secured through developer contributions are required to be First Homes. These are homes where the price has been discounted by at least 30% on new build prices.

5.27 DLUHC guidance on First Homes indicates that Neighbourhood Plan qualifying bodies have discretion to increase the discount on the new First Home product above the 30% level established in national policy where evidence indicates an increase is appropriate. The evidence in the HNA suggest this is the case and that a discount of 30% is justified in the Neighbourhood Plan area.

Policy ANP H3 – Affordable Housing

1. All qualifying developments in the Neighbourhood Plan area are required to provide First Homes at a discount of 30%.
2. All affordable housing, including First Homes, must be designed to be 'tenure-blind', i.e.: it should be integrated into the design of the overall proposal and be of an equal quality in terms of its design and use of materials in comparison with the market housing element.
3. Proposals for community-led housing or from community land trusts where all homes are affordable and will remain so in perpetuity will be supported.

5.28 The HNA calculates that 3 affordable homes per annum would meet the local need[20], meaning that during the Plan period (2017-2032), 45 affordable homes would be required. If the already permitted developments (447 homes) deliver their target of 30%, this would result in 134

[18] Chapter 4 Alfold Housing Needs Assessment, Aecom, June 2022
[19] Executive Summary item 4, Alfold Housing Needs Assessment, Aecom, June 2022
[20] Executive Summary item 5, Alfold Housing Needs Assessment, Aecom, June 2022

affordable units, which shows that the local need is already being met and exceeded.

5.29 Considering these numbers raises a question of social sustainability. With the number of affordable homes being built exceeding the local need, this means that a large number of the units will be occupied by people including families, and those without a car, from outside the Parish. In many cases they will come from a significant distance away, and may not fully appreciate the lack of facilities and transport options in this area. Local people on the other hand will be aware in advance of these problems, and are also more likely to have a social support network established. In order to address this challenge, Policy ANP H4 has been designed to ensure that residents with local connections are given priority in the allocation of affordable units being built in Alfold. It recognises that Waverley Borough Council Housing Allocation Scheme already applies a three-stage test for applicants seeking to apply for accommodation, however goes beyond that to seek links not just to the Borough but to the Parish.

Policy ANP H4 – Allocation of Affordable Housing

1. The Parish will work with Waverley BC (as allocating authority) to prioritise affordable housing within the Neighbourhood Plan Area for those with a local connection to the Parish

Business and Tourism

Introduction

5.30 While the Neighbourhood Plan Area of Alfold Parish contains no major business settlements, it does have a small functioning local economy that warrants protection. This includes one small business park, which is currently not full, there are a number of home workers. The Village has very limited retail and hospitality facilities. A wide range of clubs and activities run by local volunteers on a non-profit basis are available within the Parish (see Appendix H).

5.31 On the northern Parish boundary, Dunsfold Park, serves as the largest employment site for the Parish. The industrial areas have always been closely connected to our Parish. This has over 500,000 sq feet of business opportunities. Dunsfold Park already serves as the largest employment site for the Parish, albeit outside the designated Neighbourhood Plan Area.

5.32 For recreational eating and drinking there is one pub/restaurant serving food. The Parish also has a licensed Sports & Social Club.

5.33 2011 census data[21] showed 14% of people in the Parish worked from home. We expect this number to be far greater in the 2021 Census results once published due to the Covid lock downs and changes to the way people work, resulting in an increase in home working. Recent consultations show that there is support for dedicated spaces for networking and development, and feedback on technical infrastructure highlighted the inconsistency of the local rural high speed broadband and mobile phone services. (see Policies ANP DC1 and ANP DC2).

5.34 Policy Objectives

5.34.1 To support our small network of Local shops, pubs and businesses.

5.34.2 To Protect and support the enhancement of employment sites

5.34.3 To support residents working within the Parish settlement.

5.35 To encourage proportionate incoming tourism and the revenue it generates

[21] See Appendix C - *Note 2011 Census figures used as these are the most recent published in full (detailed results of 2021 Census not yet available)*

Retail

5.36 The Parish has a very limited number of retail services, these currently (June 2022) are; a Post Office, an M&S Simply Food store at the BP Garage, one pub and the Alfold Sports and Social Club. These amenities are vital to have a prosperous rural community and will become more important as the Parish population grows. The importance of these services is emphasised following the closure of the garden centre in 2020 (which will be redeveloped for housing following permission being granted at Appeal) and the Village Shop which closed in 2022.

5.37 Recent public consultations have shown that the majority of respondents used the existing facilities either 'sometimes' or 'often' with a higher usage of the petrol station plus food store than the Post office and shop (now closed). This could reflect opening hours and ease of parking. Whilst residents of the Old Village and Crossways are able to access a shop on foot, for those at Stovolds Hill the nearest shop is One Stop in Cranleigh (2.3 miles) with the combined shop and Post Office in Dunsfold being 2.6 miles away. The nearest supermarkets are in Cranleigh, with Sainsburys being 3.6 miles from Crossways.

5.38 Policy ANP BT1 is therefore designed to be consistent with LPP1 Policies TCS3 and EE2, noting however that currently, with an over-supply of new housing in the Parish, change of use from commercial to residential is unlikely to be justified on that basis alone.

Policy ANP BT1 – Retail & Service Facilities

1. Proposals for the provision of new small-scale retail and service facilities (Use Classes E(a), E(b) and E(c)) will be supported provided that they complement and support the vitality and viability of existing retail and service facilities within the Neighbourhood Plan Area.
2. Alfold Post Office is classified as Use Class F2(a). Proposals for change of use will not be supported unless a replacement, of equal or better quality, is provided within the vicinity of the existing premises.
3. Proposals for new development should respond positively to the scale and grain of the existing built form as expressed in the Alfold Design Code.

4. Proposals for new development, including change of use to new retail and service facilities where permission is required, should retain or create active street frontages.

5. Insofar as planning permission is required proposals involving the loss of any retail, financial and professional services and food and drink units (Use Classes E(a), E(b) and E(c)) will not be supported unless it can be demonstrated that the continuing use of the property concerned for such uses is either demonstrably unviable or the proposed new use would offer an equal or greater community benefit to the village itself. Change of use to residential will only be considered in exceptional circumstances, while there is an over-supply of new housing in the Parish.

Employment

5.39 The protection of any employment land within Policy B2 will ensure that Alfold Parish retains a small but important amount of employment floor space. It is important that business and B class uses are only lost where the site is clearly no longer viable in its current use. This is most likely to be provided in the form of market evidence, showing the site has been unsuccessfully marketed for a Period of time.

5.40 Employment in the area is typical of the rural economy, supporting agriculture, forestry, horse riding, and a diverse range of local services. Other diverse businesses occupy small units in a few cluster locations. The development of small businesses, often run from home, into larger premises with affordable rents happens naturally, and will be encouraged. As facilities develop that attract tourists there is potential for these to grow local employment opportunities (see below).

5.41 To help maintain the local economy while protecting the character of the local area from inappropriate development, the Plan supports the sustainable growth and expansion of Business and enterprise through the development and, where appropriate, conversion of existing buildings. Specifically, this is intended:

5.41.1 To promote viable and sustainable local businesses within the Neighbourhood Plan area.

5.41.2 To promote the diversification of rural businesses.

5.41.3 To encourage new businesses to provide a wider range of local produce, services and leisure facilities, to provide local employment and attract visitors to the area.

5.41.4 To actively promote the provision of faster broadband speeds and improved mobile reception, to support existing businesses and facilitate opportunities for home working. This is addressed in Policy ANP DC1.

5.41.5 To protect and sustain small-scale local shops and businesses in line with LPP1 Policies TCS3 and EE2

Policy ANP BT2 – Employment Sites

1. Encouragement is given to proposals that maximise opportunities for local people to access employment. Proposals that create new employment development (Use Class B2, B8 and E(g)) and opportunities, including the intensification of existing employment sites, will be supported where:

   1.1. They are proportionate to the size and employment needs of the Neighbourhood Plan area.

   1.2. They are well integrated with and complement existing businesses.

   1.3. Their size and design respects the immediate surroundings within which they are located and reflect the guidance and key design characteristics and qualities identified in the Alfold Design Code, particularly in respect of the overall scale and height of buildings, roof lines, distinctive architecture and the palette of materials associated with neighbouring buildings.

   1.4. Where involving the redevelopment or intensification of existing buildings outside settlement areas, proposals should, as far as possible, maintain or make use of the footprints and envelopes of existing buildings.

   1.5. They respect and maintain the amenity of adjacent residential properties and land uses.

   1.6. They do not result in a material increase in large and heavy vehicle traffic on non-strategic routes within the Neighbourhood Plan Area.

2. Insofar as Planning permission is required proposals involving the loss of any Business and B-Use Class units will not be supported unless it can be

demonstrated that the continuing use of the property concerned for such uses is either demonstrably unviable or the proposed new use would offer an equal or greater employment or commercial benefit to the local community. Change of use to residential will only be considered in exceptional circumstances, while there is an over-supply of new housing in the Parish.

5.42 Policy BT3 supports development that would positively affect the significant and growing number of home workers within the Parish of Alfold .

5.43 The emergence of Covid-19 and changing lifestyles and working patterns that emerged as a result of this highlights the need for suitable home working facilities. The National Design Guide (2019) states that "*well-designed private places, such as homes and gardens, are designed to be flexible to adapt to the changing needs of their users over time*" and references remote working as an example of such a flexible use.

Policy ANP BT3 – Home Workers

1. Insofar as Planning permission is required, proposals which would assist home working within the Neighbourhood Plan area will be supported, subject to compliance with other policies in the Development Plan, where the:

   1.1. Use of the home for employment purposes is ancillary to the main residential use of the building.

   1.2. Construction of garden studios to facilitate home working considers the amenity of neighbouring properties, including overlooking and potential acoustic disturbances.

Tourism

5.44 While tourism in a rural area such as Alfold is not likely to become a major factor in its economic prosperity, there are a number of significant features and initiatives in the area which have the potential to expand and create benefits to the Parish by creating jobs, improving infrastructure and bringing in outside visitor revenues. At present, potential exists in conjunction with the

Wey & Arun Canal, though development is slow and public access currently limited to sections of canal outside Alfold Parish (see Policy ANP WA1).

5.45 A planning application was granted in 2019 (at Appeal) for an aviation museum adjacent to Dunsfold Park, within the designated Neighbourhood Plan Area, At the time of writing, work has not commenced.

5.46 Outdoor events such as the annual Alfold Rock & Blues Festival, and seasonal camping (both at Springbok Estate) also generate local income.

5.47 A hotel has been granted planning permission at Wildwood Golf Club, but at the time of writing, work has not substantially commenced.

5.48 Hospitality opportunities are very often associated with tourist facilities, and might include;

5.48.1 B & B's (including AirBnB),

5.48.2 Pubs/cafes.

5.48.3 Camping

5.49 Policy ANP BT4 recognises these opportunities and is designed to complement other Neighbourhood Plan Policies (in particular ANP WA1) as well as Local Plan Policies (DM32: Tourism, Hotels and Visitor Accommodation).

Policy ANP BT4 – Tourism

1. The Parish will support provision of visitor facilities and associated hospitality businesses where these are sympathetic to a rural environment, and subject to compliance with other Development Plan Policies.
2. All such proposals must have regard to the Alfold Design Code (2020)
3. In recognition of the strain that additional visitors places on local infrastructure, all tourism-related development proposals must demonstrate quantifiable benefits for both visitors and residents including making a positive contribution to local infrastructure (for example, contributing to projects identified in Ch9 of this Plan).

6 Countryside & Environment Theme

Green Spaces

6.1 Alfold is fortunate in being a rural village, surrounded by farmland and woodland. Village residents have told us (see Consultation Statement) how much they value the surrounding countryside, many people choosing to live in Alfold because of it.

6.2 'Local Green Spaces', in Neighbourhood Planning terms need to be smaller in size and in close proximity to the community, demonstrably special, perhaps in a historical or traditional sense, an area of beauty, tranquility or of recreational or ecological significance. Detailed criteria are set out in the NPPF. The sites therefore have special status and protection under planning law. Following analysis of the wider 'green infrastructure' in the Parish, each site with potential to be designated a 'Local Green Space' has been identified as meeting the NPPF criteria. The supporting analysis is provided in Appendix B. The Local Green Spaces are highlighted in Table T2 below, as part of the longer list of 'Green Infrastructure'.

6.3 High quality green space has a positive effect on the environment, assisting with nature conservation, biodiversity and air quality. Green spaces and infrastructure also provide tangible social benefits such as improving the visual amenity for the area, promoting healthier lifestyles and encouraging social interaction within a community as well as recreational benefits.

6.4 Policy GS1 proposes a number of important green spaces in the Parish to be protected from development by the designation as Local Green Space in accordance with paragraphs 101 - 103 of the National Planning Policy Framework (NPPF). It is particularly important that these Local Green Spaces, highly valued by the residents of Alfold (evidence is to be found in the Residents' Survey results in Appendix J), are recognised in order to protect them for the community, its future generations and its wildlife.

6.5 In each case, the Local Green Spaces are an integral part of the Parish and are therefore regarded as special to the local community. Evidence is presented in the Appendix, including a Local Green Spaces Justification Chart setting out the case for each site to be designated and demonstrates how it meets the Local Green Space criteria specified in the NPPF.

Table T2 below lists all key Green Infrastructure within the Parish, and identifies specific Local Green Spaces designated through the Neighbourhood Plan.

Table T2 Public Green Infrastructure

#	Name and Address	Description and Purpose	Status and 'Why Valued'	'Local Green Space'
1	Recreation Ground at Alfold Crossways	Grassed open area 1.5 hectares. Cricket pitch used for play, informal and formal ball games (including stool ball).	Grass is well maintained. Adjacent to Alfold Sports Council Social Clubhouse. Accessible and well used by all ages.	
2	Football Pitches and Tennis Courts at Alfold Crossways.	Hard and grass football pitches and tennis courts with floodlighting and fencing. 2.3 hectares	Well maintained and well used by village sports clubs	
3	Children's playground at Alfold Crossways	600m^2 with children's play equipment and bounded by low fence	Well maintained and used by families	
4	Wide verges and common land along Dunsfold Road and Loxwood Road.	Common land forming strip of variable width around 15m wide along roads.	Well mown plain grass through Alfold Crossways, unmanaged elsewhere. Valued habitat (some patches of orchids and wildflowers at risk of disappearing needs protection from- Developer activity).	
5	Scrub/woodland off Chilton Close. No. 3 on map	0.45 hectares of scrub becoming a wood.	Acquired by Alfold Parish Council 2021, site earmarked for local Conservation and Wildlife project. Future value to local residents	Y
6	Jubilee Pond on Loxwood Road at entrance to Alfold Farm. No 2 on map	Pond in small enclosure of 1600m^2 with viewing platform and benches.	Well maintained. Accessible. Wildlife/ecology/biodiversity value.	Y

#	Name and Address	Description and Purpose	Status and 'Why Valued'	'Local Green Space'
7	Village Green at junction of Loxwood Road and Rosemary Lane No. 4 on map	Small grass area 160m^2, with fine lime tree at centre, forming focal point for surrounding historic buildings including church	Tree, bench and grass maintained by Alfold Parish Council. Visual amenity value, accessible.	Y
8	Care Ashore Farmland	~92hectares private estate providing residential care for former seamen. Farmland rented out	Network of popular footpaths provide fine local views, including up to Surrey Hills AONB.	
9	Cemetery, off Rosemary Lane	1700m^2 cemetery in regular use for burials, bounded by hedges	Maintained by Alfold Parish Council. Accessible, calm space, biodiversity	
10	Sydney Wood Access Land off Dunsfold Road	1.02km^2 woodland. Most owned and managed by Forestry England for timber. Part managed by Surrey Wildlife Trust as ancient woodland nature reserve. Car park provided for recreational users.	Mixture of good tracks and paths including along Wey and Arun canal as well as unmaintained paths that can be muddy. Accessible. Valued by walkers, dog owners, cyclists etc. Healthy lifestyle value.	
11	Wey South Long Distance Footpath. BW280a, BW400, Dunsfold Rd, BW417a, BW297, FP547,FP296, Permissive Path in Sydney Wood, BW417.	Long distance footpath following Wey and Arun Canal. 7.2km in Parish. On towpath, where permitted, and adjacent roads and paths elsewhere.	Towpath maintained by Wey and Arun Canal Society where owners permit. Long term plans to make more of actual towpath available and accessible for cycling and walking subject to agreement with landowners.	
12	Clappers Meadow behind houses of Clappers Meadow. No 1 on map	900m2 of plain grass mowed fairly long. Bounded by back garden fences and garages	Used for dog walking and games.	Y
13	Chapel Fields off Loxwood Road.	Grass area in centre of new estate around which houses are built.	Recent development, maintenance arrangements TBC. Potential public space, visual amenity.	
14	Sweeters Field Children's Play Area off Sweeters Field Road	300m^2 play area provided by developers of Sweeters Field Estate	Recent development, maintenance arrangements TBC. Used by local families.	

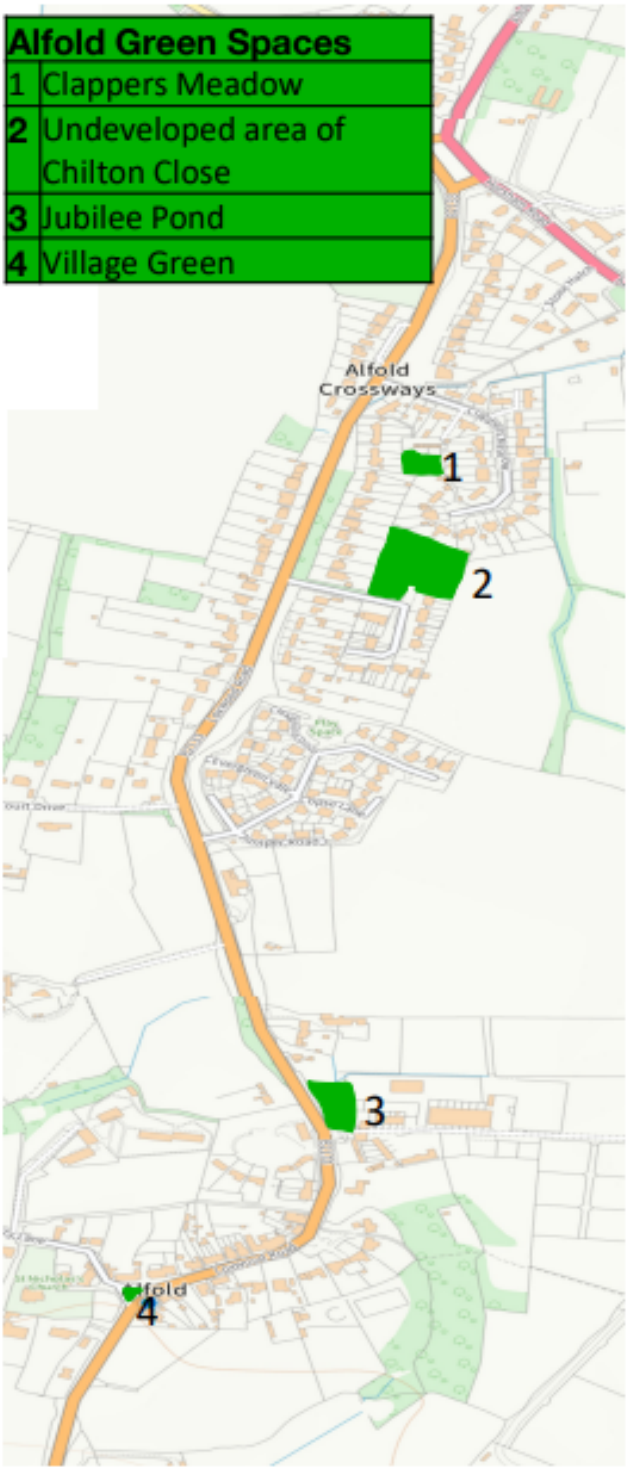


Fig 3 Designated Local Green Spaces

Policy ANP GS1 – Local Green Space Designations

1. The following are designated as Local Green Spaces, as identified on Figure 3:

   1.1. Clappers Meadow

   1.2. Undeveloped area of Chilton Close

   1.3. Jubilee Pond

   1.4. Village Green

2. Planning applications for development of the Local Green Space designations will be subject to those used for the Green Belt as set out in the NPPF and Local Plan.

Dark Skies

Evidence

6.6 Alfold is a typical rural Surrey village, surrounded by open fields, small woodland and copses, and farmland[22]. Surrey County Council, in its Landscape Character Assessment (LCA) (2015)[23] sets Alfold Parish within Landscape Type WW: Wooded Low Weald. This document acknowledges the rural, sparsely settled nature of the area, with characteristics which include, intrinsically, dark night skies. The Surrey LCA goes on to recommend that steps should be taken to 'ensure new development does not impact on the existing 'dark skies' within this sparsely settled area'.

6.7 The adverse impacts of 'light pollution' (artificial light which shines where it is neither wanted nor needed) are becoming increasingly well researched and documented. The Campaign for the Protection of Rural England[24] refers to how 'artificial light can interrupt natural rhythms including migration, reproduction and feeding patterns (of wildlife)' as well as 'the effect of light pollution on people; recent studies suggest that exposure to light at night can disrupt the body's production of melatonin, a brain hormone best known for its daily role in resetting the body's biological clock.'

6.8 The CPRE 'NightBlight' map for the Alfold Area shows the area around the historic village, and to the south and west as particularly 'dark', while the encroaching light pollution from neighbouring Dunsfold Park is also apparent.

[22] Alfold Conservation Area Appraisal, adopted 16th Feb 2016

[23] Surrey Landscape Character Assessment – Waverley Borough, 2015

[24] Shedding Light: A survey of local authority approaches to lighting in England, CPRE, 2014 with latest updates available at https://www.nightblight.cpre.org.uk/

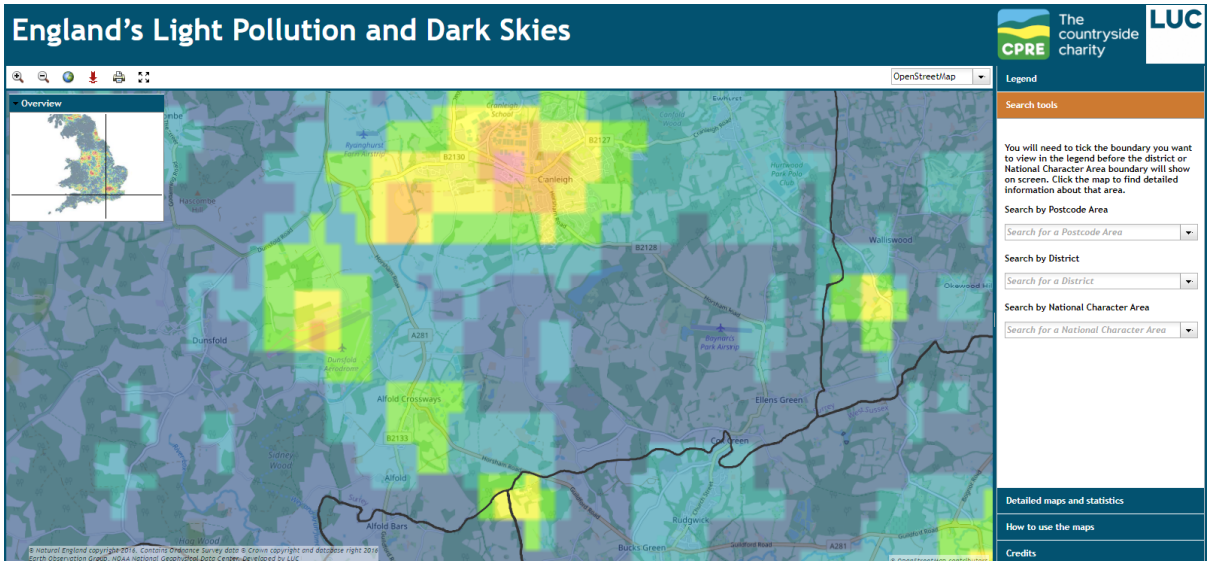


Fig. 4 Area of CPRE 'NightBlight' Map showing Alfold and its immediate surroundings[25]

6.9 High Kelvin rated lighting can create a harsh glare, disrupt sleep and disturb nocturnal wildlife and their habitats. The International Dark-sky Association (IDA) advises that outdoor lighting should not exceed a rating of 3000 Kelvins. Equally, the IDA recommends that any light fixtures with an output above 500 lumens should be fully shielded and pointing downward to minimise glare and skyglow.

6.10 Alfold does not currently have street lighting, its skies are intrinsically dark, and residents value this, as demonstrated in the Residents' Surveys cited in the Consultation Statement.

6.11 The Alfold Design Code[26] contains a section specifically on Dark Skies, and also references current national regulations, standards and guidelines[27]. National planning guidance must be followed, including NPPF paragraph 180 (c) and the relevant PPG[28]. Surrey's Design Guide also makes reference to managing light pollution[29]. These should all be referred to by designers when considering development proposals which include exterior lighting.

[25] Downloaded from https://www.nightblight.cpre.org.uk/maps/ on 1st August 2022
[26] Alfold Neighbourhood Plan Design Code, Aecom, August 2020, Code 6 p32
[27] Available at https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/
[28] Available at https://www.gov.uk/guidance/light-pollution
[29] Surrey Design, published by Surrey Local Government Association, Jan 2002

Policy ANP DS1 – Dark Skies

1. Proposals for development will be supported where it is demonstrated that, if exterior lighting is required, it protects the night sky from light pollution through:

   1.1. Use of bulbs that do not exceed outputs and ratings established by the IDA.

   1.2. Shielding of outdoor lighting fixtures to reduce glare and ensure light points downwards in line with guidance published by the IDA. Light from new outdoor lighting fixtures should not trespass into neighbouring properties.

   1.3. Use of natural light sources in new developments and home extensions where possible.

2. Street lighting shall be avoided. Where lighting is required in the public realm for the safety of pedestrians and cyclists, full-height lamp standards should be avoided. Innovative approaches, including motion sensitive lighting, solar cat-eye and ground level lighting should be used.

3. Design guidance and standards established in the Alfold Design guide and as mandated by Surrey County Council will inform the design, location and fitting of external lighting as part of developments requiring planning permission.

Protecting Settlement Character and Distinctiveness

Background

6.12. Alfold is a dispersed rural settlement, with three existing community clusters of varying size (Alfold, Alfold Crossways, and to the north, Stovolds Hill). To the south, another ribbon development, Alfold Bars, lies immediately outside the Parish, Borough and County boundary. Within the Parish, but excluded from the Neighbourhood Plan boundary, will be the planned new Garden Village at Dunsfold Park. The separation between the existing small communities is an intrinsic and valued part of the village's character, distinctiveness and the sense that the whole Parish is a place firmly rooted in, and interwoven with the open countryside. The green corridors separating built settlements are also vital in maintaining a healthy and diverse natural environment in which wildlife can flourish and move freely between habitats. These characteristics and local distinctiveness are currently under threat by development infill or by becoming joined to the new settlement at Dunsfold Park.

6.13. It is important to appreciate that administrative and planning boundaries are not apparent on the ground, and can be seen to an extent as artificial. The Neighbourhood Plan Area boundary (see Appendix A) is similarly not obvious on the ground. This Policy is required in order to reflect and protect settlement character and distinctiveness, as perceived by the public, and applicable within the Neighbourhood Plan Area.

Alignment with the Vision

6.14. This policy will help to maintain the dispersed **rural village environment** perceived by residents, prevent coalescence and 'urban sprawl', at the same time as protecting and actively promote **wildlife corridors.**

Evidence

6.15. Alfold is a typical rural Surrey village community, but spread over a considerable area and (as described elsewhere) comprising three small built-up cluster communities (Alfold historical centre, Alfold Crossways and Stovolds Hill). Each community is surrounded by open fields, small woodland, copses and farmland[30]. Surrey County Council, in its Landscape Character Assessment (2015)[31] sets Alfold Parish within Landscape Type WW:

[30] Alfold Conservation Area Appraisal, adopted 16th Feb 2016

[31] Surrey Landscape Character Assessment – Waverley Borough, 2015

Wooded Low Weald. In addition, the specific assessment for River Floodplain (Landscape Type RF) applies in respect of the Wey & Arun Canal within the Parish. These documents acknowledge the rural, sparsely settled nature of the area overall and the specific 'peaceful, often secluded, pastoral landscapes, along meandering watercourses of…. the canals.'

6.16. At the May 2019 Public Consultation, residents supported the proposal for a policy to retain the dispersed nature of the existing settlements, as well as repeating their concerns to prevent what is perceived as 'urban sprawl' i.e. in open fields outside the existing settlements.

6.17. Surrey County Council gives some advice in their 'Surrey Landscape Character Assessment 2015', covering the protection of types of landscape we have in Alfold;

6.17.1. Conserve the rural, largely unsettled landscape.

6.17.2. Conserve the pattern and character of existing settlements, resisting further spread of low density dwellings and road infrastructure.

6.17.3. Conserve and enhance the landscape setting to villages and edge of settlement.

6.17.4. Conserve areas of undisturbed wooded skyline.

6.17.5. Any new development should maintain the enclosure of the wooded setting and character of the surrounding landscape.

6.17.6. Built form should be contained within a wooded or treed setting.

6.17.7. Avoid the location of any new large mass or bulky structures where overly visually intrusive on this character area. Subject any development to rigorous landscape and visual impact assessment, site carefully, and design to minimise impact and integrate with the rural context.

6.17.8. Avoid any development on the course of the Wey and Arun Canal which would hamper full restoration.

6.17.9. Encourage the retention of woodland planting that screens settlement and roads adjacent to the area and consider additional planting to screen existing or new development that intrudes in rural views.

6.18. Alfold Design Code (2020) contains much information and guidance for developers that supports the implementation of this Policy, in particular chapter 3 'Local Character Analysis'. Specific reference to the local landscape characteristics is found in section 3.2 and section 4.2.1 provides key guidance and indicators for making sure development is 'In keeping with strong rural nature character'.

6.19. National policy also supports our objectives, through NPPF paragraphs 127 (c) and (d), and 192 (c).

Achieving this aim

6.20. The policy is designed to be consistent and complementary with Waverley's Local Plan Policies, in particular in LPP1 Policy RE3 (Landscape Character) and SS7 (New Settlement at Dunsfold Aerodrome), and in LPP2 emerging Policies DM13 (Development within Settlement Boundaries) and DM15 (Development in Rural Areas). It is complementary with Neighbourhood Plan Policies ANP BD1 and BD2 in encouraging the protection and enhancement of wildlife corridors joining habitats lying outside and between the existing small urban clusters. Unchecked urban sprawl would present a major threat to wildlife of all kinds not just by the destruction of habitat but by creating impermeable barriers that restrict thriving natural ecosystems.

6.21. Discussions held between the Parish Council and the Wey & Arun Canal Trust have confirmed a mutual objective specifically to develop the canal corridor as a natural break and wildlife corridor, complementing both this policy and the Biodiversity policy. See Policies ANP WA1, ANP BD1 and ANP BD2.

Policy ANP PSC1 - Protecting Settlement Character

1. All development proposals must have regard to the Alfold Design Code (2020) and demonstrate no adverse impact on any aspect of 'Local Character' as set out in the Code, in particular avoiding urbanisation of the open countryside.
2. Development proposals should protect the rural character, landscape, history, scale, dispersal and sense of place of the following settlement clusters as free-standing, distinctive places will be supported: Alfold, Alfold Crossways, and Stovolds Hill.
3. Development proposals should avoid coalescence, or the perception of coalescence between the settlement clusters of : Alfold, Alfold Crossways, and Stovolds Hill, and between them and the following locations outside but close to the Neighbourhood Plan boundary: Alfold Bars, and Dunsfold Park Garden Village

Biodiversity

Background

6.22 Alfold is a settlement with its roots in, and character strongly identified with, the historic Wealden landscape[32]. It was once densely wooded, but then gradually cleared for human settlement and activity based on agriculture, forestry and craft industries such as iron and glass making and charcoal burning. Local communities have always had a close relationship with nature[33]. Awareness of the positive and intrinsic links between the natural world and the health and wellbeing of humankind has risen dramatically during the 21st Century.

6.23 The Environment Act (2021) and declaration of a Climate Emergency by WBC in September 2019 have raised the importance of biodiversity and natural habitats. The Wildlife Trusts[34] envisage creation of a nature recovery network, with greenery integrated into all development and resulting in a net gain for wildlife. It is proposed that nature is brought back into the places where people live their lives, having a positive impact on health and wellbeing.

6.24 Our residents are now very aware of the need to respect, preserve and encourage a rich and biodiverse ecology in our rural environment, for the benefit of all, and as our inheritance for future generations. Reversing global trends such as climate change, which drive loss of biodiversity is now known to be vital in the fight to protect the living world. Even seemingly small actions by local communities play a critical role, emphasising the need for this Neighbourhood Plan Policy.

Alignment with the Vision

6.25 This policy will help to maintain the rural village environment through the intrinsic value of its natural habitats for native flora and fauna. This involves not just protecting habitats against degradation and loss, but also encouraging investment in initiatives that encourage wildlife and the natural ecosystem to flourish and grow.

[32] Surrey Landscape Character Assessment – Waverley Borough, 2015, p125

[33] An interesting introduction and practical field walk around Alfold may be found in 'West Surrey: Walks into History' by David McDowell, The Laird Press, 2013

[34] The Wildlife Trusts, 2018, Towards a Wilder Britain: Creating a Nature Recovery Network to bring back wildlife to every neighbourhood, A report for the Westminster Government

Evidence

6.26 This policy sits within a regional and County context, with local detail having been evidenced through a recent Biodiversity Report produced by Surrey Wildlife Trust on behalf of Alfold Parish Council[35].

6.27 All recent consultations have shown very strong public support for;

6.27.1 Protecting habitats

6.27.2 Creating 'green corridors'

6.27.3 Establishing local nature reserves

Achieving this aim

6.28 Development should be planned to in such a way that avoids habitat loss and fragmentation, and opportunities should be sought to improve ecological connectivity, including through the creation, restoration and enhancement of linking habitats and 'stepping stones' through the landscape. Any development should minimise impacts on biodiversity and provide measurable net gains for nature. This involves safeguarding and enhancing biodiversity already present, providing new areas of habitat appropriate to the ecology of the area and integrating biodiversity within new development.

6.29 The protection and enhancement of biodiversity assets is dependent on robust networks of Green Infrastructure which facilitate movement and genetic exchange. Provision of Green Infrastructure should ensure permeability for wildlife through development and provide sufficient beneficial habitat to support target species, independent of its connective function.

6.30 In recognition of the Climate Emergency and the Environment Act coming into effect applicants are required to submit a biodiversity net gain plan as part of development proposals. Net gain should ideally be achieved through on-site measures and be demonstrated through use of the Natural England Biodiversity Metric (current version 3.0 or any updates to this published at the time an application is made). The greening of

[35] Background Ecological Data Search; Alfold Neighbourhood Plan – Biodiversity Report, produced by Surrey Biodiversity Information Centre for Alfold Parish Council, 14/06/2021, Reference SBIC/21/075

development sites can take a variety of forms and include the use of landscaping, green roofs, walls and sustainable urban drainage systems.

6.31 The Alfold Design Code (2020), which was written to complement this Neighbourhood Plan, contains specific sections of relevance to the rural environment, trees, biodiversity and sustainability. Codes 8,9,10 and 20 should be referred to in particular.

6.32 Policy ANP BD1 is designed to be consistent and complementary with Waverley's Local Plan Policies, in particular Policies NE1 Biodiversity and Geological Conservation and NE2 Green and Blue Infrastructure.

6.33 Where new nature reserves are given planning consent, we will work with the landowner to seek appropriate statutory designation, for example made under Section 21 of the National Parks and Access to the Countryside Act 1949.

6.34 'Green Corridors' which link existing habitats, aiding the migration and transit of flora and fauna, will be proactively encouraged, and as such are complemented by Policy ANP PSC1 on Protecting Settlement Character.

6.35 Small local nature reserves, with the potential to be maintained by local volunteers are likely to be popular with local residents. Project #4 in chapter 9 is one such project that has been identified.

Policy ANP BD1 - Biodiversity in New Developments

1. Development proposals must manage impacts on biodiversity and secure a minimum net biodiversity gain of 10% on-site, as demonstrated through use of the most up-to-date version of the Natural England biodiversity metric (or any successor document to this) and submission of a biodiversity net gain plan submitted as part of planning application material. This should be informed by current site conditions and with any proposed habitat creation being appropriate to local context. This applies to all new residential and commercial developments, including smaller sites, which should make use of the Small Sites Toolkit published by Natural England as part of the biodiversity metric. The management plan should show how biodiversity net gains shall be managed in perpetuity.

2. Where measures are proposed off-site these should be located as close as possible to the development site. The applicant will need to demonstrate these are deliverable.

3. Applicants are encouraged to include existing trees and hedgerows in their layouts, incorporating them within green areas, open spaces and alongside walking and cycling routes, referring to principles contained in the Alfold Design Code.

4. Where new green infrastructure is to be provided, it is expected that this will provide permeability for wildlife through and around development. This should be functional as wildlife habitat in its own right.

5. Where landscaping is to be provided, it is expected that native species appropriate to the area will be used wherever possible.

6. The Parish will seek rigorous application of the NPPF Cl 180(a) which states; *'if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused'*

Policy ANP BD2 - Improving the Existing Natural Environment

1. Development proposals by landowners to enhance the natural environment and planting on their properties, adopt sustainable management practices, preserve and extend ecological networks such as 'green corridors' will be supported. This includes management and development of areas of public space (including designated Green Spaces and Public Rights of Way)

2. Proposals for the establishment of Local Nature Reserves will be supported where these provide public access and do not conflict with other policies in the Development Plan.

Wey & Arun Canal

Introduction

6.36 The Wey & Arun Canal (which opened 1816 and closed in 1871) has been the subject of a restoration project underway by a charitable trust since1970. The route of the former canal impacts on a significant amount of land running for 8.5km through Alfold Parish from south-west to north-east, and includes two sections now back in water and being close to coming into active recreational use. Land ownership along the route is diverse, and in several places presents a barrier to connecting sections of the former canal. In addition rights to towpath use can be a challenge, however this former transport corridor does provide potential recreational, active transport and health benefits to the community as well as tourist potential.

6.37 The types of benefits of restoration of the canal vary through its length, South of Tickner's Heath on the Dunsfold Road the canal runs through Sydney Wood where it will primarily provide recreational and health benefits. North of Tickner's Heath it will additionally form an important active travel corridor connecting Alfold, Dunsfold Park and Cranleigh (See Travel and Transport Section). Construction standards used in the restoration of the canal should be appropriate the eventual uses of each section.

6.38 As the restoration is a long-term project, this policy takes a 'long view'. It ensures that any development on the canal line provides for its eventual restoration as a through route whilst keeping as many options open as possible for the future uses and benefits that the canal corridor may offer, including new transport solutions that have yet to emerge.

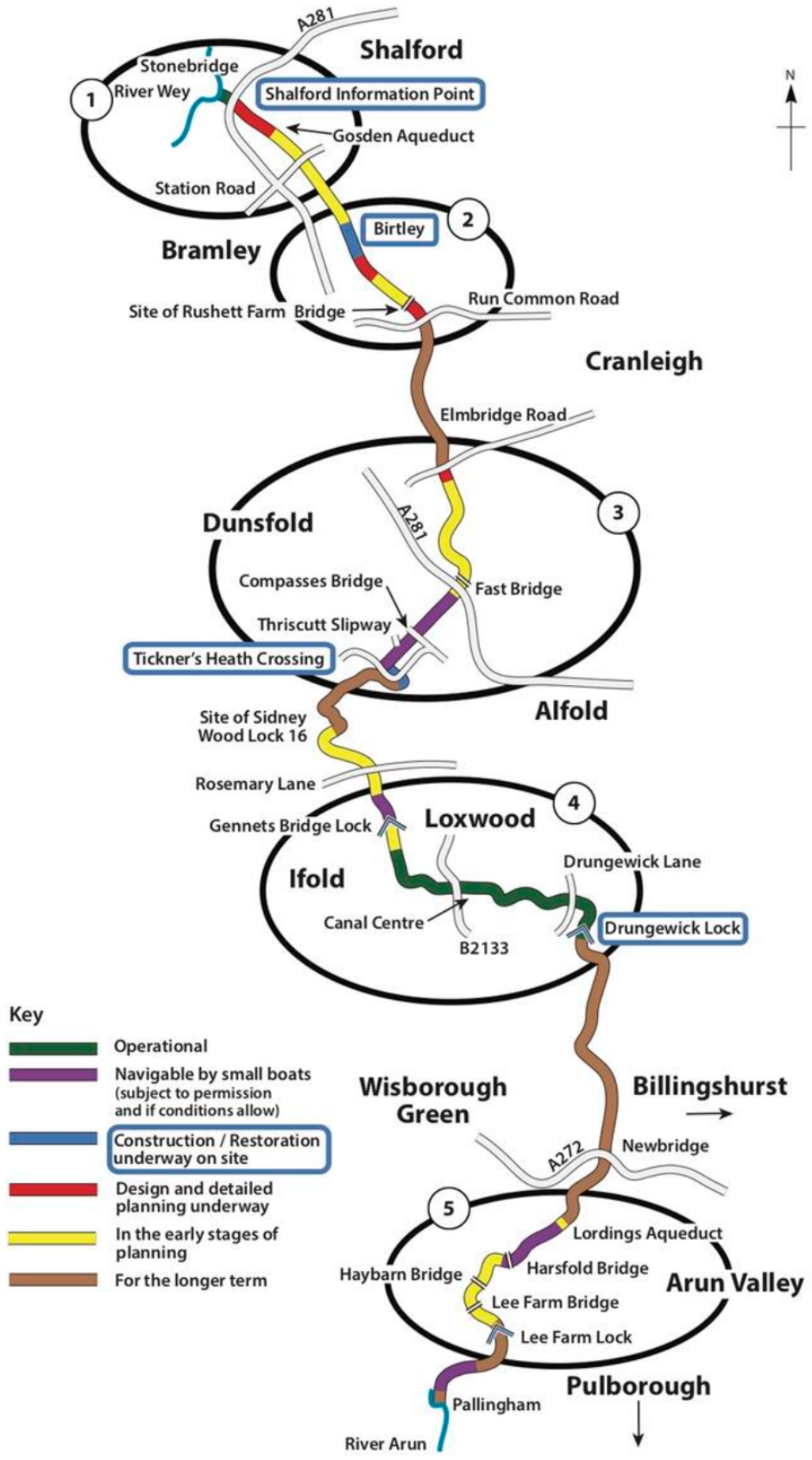


Fig. 5 Wey & Arun Canal Restoration Map

(source: https://weyarun.org.uk/backdrop/node/5)

Alignment with the Vision

6.39 The restoration of sections of a former waterway for the primary purpose of leisure and recreation can potentially contribute to a wide range of facets of Alfold's Neighbourhood Plan Vision, including; environment, infrastructure and transport.

6.40 This policy links with several others in the Neighbourhood Plan; Leisure, Tourism, Green Spaces, Protecting Settlement Character, and Biodiversity. The Wey & Arun Canal is also notable as an Heritage asset.

Policy ANP WA1 - Wey & Arun Canal

1. Development proposals for the restoration and enhancement of the natural corridor and waterway functionality of the former Wey & Arun Canal will be supported where they are not in conflict with other relevant Neighbourhood Plan Policies and where such proposals do not conflict with long term objectives for creating and maintaining a range of sustainable movement corridors (Policy ANP TT4).

2. Proposals for development within or adjacent to the canal corridor should contribute to the restoration of the corridor. Development should support access for leisure and recreation that promotes movement by active travel modes appropriate to the location, including provision of an all-weather towpath suitable for use by walkers, cyclists and mobility scooters, and which connects to surrounding active travel routes.

    2.1.1. The overall restoration of the canal should maintain and enhance the environment, landscape character and biodiversity, including the potential for connecting habitats and improving water quality.

    2.1.2. Other developments that affect the historic line of the Wey and Arun canal should provide mitigation measures to ensure that future restoration of the canal will be no more difficult or costly than at present.

7 Community Theme

Introduction

7.1 Residents of Alfold, being a small rural village, would not expect to have all essential services within easy walking distance, however, the Index of Multiple Deprivation 2019[36] showed that the Alfold area had particularly poor access to services, such as GPs, supermarket / convenience store, and primary school and placed it within the worst 6% of areas within the UK. The same government data shows that Alfold has the highest level of deprivation of any rural Parish in Waverley. It is concerning to note that the youngest members of our area (the Alfold Cranleigh Rural and Ellens Green ward) fare worst in Surrey on the index of 'Great Start in Life', ranking 187 out of 187 wards. Particular areas of concerns are relative poverty in children aged 0 -16, which has doubled since 2015 so that 28.1% were living in relative poverty in 2021 (compared with a national average of 18.7% in 2021) and also a high level of school absence.[37]

7.2 The combination of a lack of services and inadequate public transport seriously disadvantages those who do not have cars and especially families with young children and the elderly. This theme is therefore closely linked to the Policy on Traffic and Transport.

Alignment with the Vision

7.3 To ensure that Alfold is a desirable place in which to live and meets the needs of all ages

[36] https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019

[37] https://scc-insight-analytics-and-intelligence.shinyapps.io/Surrey-Index-Tool/

Health, Wellbeing and Leisure

Health

7.4 There are many aspects of national health provision policy that are relevant to Alfold (see Appendix G). Relevant local data concerning access to healthcare is presented in Appendix I, but this is set against the fact that Alfold does not currently have any health care facilities. While there are many organisations and social settings in which residents may find outlets and opportunities to develop heathy lifestyles and positive social networks (see Appendix H), there remain many opportunities to improve these through good planning and infrastructure provision.

7.5 The 2011 census showed that Alfold Parish has an older population than Waverley as a whole [median age 49, versus 42 in Waverley], with an excess of residents aged 60 – 75. This cohort will now be older and, assuming they have not moved away, will be in need of increasing health care.

7.6 At the public consultation in May 2019, informal discussions were held about which General Practice local residents used. Most people used Loxwood (in the adjacent Coastal West Sussex Clinical Commissioning Group) with a few using Chiddingfold – which had a branch surgery in Dunsfold, although this has been closed since March 2020.

7.7 Dunsfold Park is planned to have medical facilities, which are scheduled to be completed by the time the 1250th dwelling is occupied. At the time of writing (August 2022) work has not commenced on the site, so the date of delivery of the new facilities is uncertain

7.8 A medical facility within an acceptable walking distance of the majority of the Parish would be a valuable contribution.

Leisure

7.9 There are many opportunities for sport and exercise in the village. These contribute to physical fitness and also bring mental health benefits. These leisure amenities are open to all people within the village and to others in the surrounding areas that wish to support and make use of the facilities available. The Alfold Sports and Social Club has excellent facilities and is adjacent to the Village Hall where various classes are held. Full details can be found in Appendix H.

Social isolation

7.10 Living in a rural community can be a disadvantage to those who have no transport as bus services are limited, especially in the evening and weekends. Cranleigh (4 miles away) has a leisure Centre; to get there requires either a car or the bus. The nearest cinema and theatre are in Guildford, 10 miles away.

7.11 There is currently no provision for youth activities, other than the sports facilities. This places a reliance on parents and carers transporting young people out of Alfold to pursue leisure activities elsewhere. Given that a high proportion of young people are living in poverty[38], this is difficult and costly to provide and so puts these young people at risk of social isolation.

7.12 The elderly population who do not have access to their own transport are equally disadvantaged and so become isolated. Many are also 'digitally excluded', so may not be aware of what is available for them. For example, there is a demand responsive Hoppa bus service in Waverley, which would enable travel around the borough irrespective of public transport networks. This has a very low uptake in Alfold, possibly due to a lack of awareness and also the costs.

Alignment with the Vision

7.13 This theme aligns with the overarching vision in many ways as highlighted in bold below:

7.14 **Alfold's Vision is to remain an attractive and desirable place to live, meeting the needs of all ages in a community seeking to provide a good quality of life for all residents in a rural village environment.**

7.15 The Neighbourhood Plan aims to **sustain and shape a thriving, healthy and safe community**, supported by appropriate infrastructure, including transport links and offering a range of housing and employment opportunities, maintaining heritage assets, green areas and access to the countryside.

7.16 This aligns with the following objectives:

7.16.1 **Objective 2 – Environment** these policies maximise the benefit of Alfold's rural location and dark skies

[38] https://scc-insight-analytics-and-intelligence.shinyapps.io/Surrey-Index-Tool/ and https://www.gov.uk/government/statistics/children-in-low-income-families-local-area-statistics-2014-to-2021

7.16.2 **Objective 3 – Infrastructure** The purpose of these policies is to protect and maintain the existing community facilities; inclusively with the vision to increase and enhance the community and leisure amenities for current residents and for those moving to the village.

7.16.3 **Objective 4 –Transport** To encourage more 'active travel' both internally and to other local communities (see Traffic & Transport Policy ANP TT3).

7.16.4 **Objective 5– Health and wellbeing** Our plan seeks to support and promote the health and wellbeing of the community in Alfold.

7.17 The future housing requirement for Alfold will result in an increase in residents, and therefore more people participating and enjoying the activities available within and around the village.

Achieving this aim

7.18 Waverley Borough Council in its Local Plan part 1 adopted in 2018 supports new infrastructure for development provided by planning obligations or funded through CIL. They are keen to see dual use of community facilities, so the combination of (say) the Village Hall and healthcare facilities would be supported.[39]. In addition, policy CF2 retained from the 2002 plan supports the development of new community facilities, with part b noting support for facilities where 'the location of the development is readily accessible to the population served'.[40]. The provision of the new medical facility at Dunsfold Park is marked as 'critical' in Waverley Borough Council's Infrastructure Development Plan[41].

7.19 These policies are designed to be consistent and complementary to Waverley's Local Plan Policies, in particular Policies LRC1 Leisure & Recreation Facilities and ICS1 part 4. They also align with NPPF 92 (a and c), 93, 98 and 99.

[39] https://www.waverley.gov.uk/Portals/0/Documents/services/planning-and-building/planning-strategies-and-policies/local-plan/LPP1_July_2019_web.pdf see policies ICS 1, ICS4 and ICS5on page 62; last accessed 30.8.2021

[40] https://www.waverley.gov.uk/Portals/0/Documents/services/planning-and-building/planning-strategies-and-policies/local-plan/Local_Plan_2002_Updated.pdf see policies CF2 and CF3 on pages 68 and 69; last accessed 30.8.2021

[41] https://www.waverley.gov.uk/Portals/0/Documents/services/planning-and-building/planning-strategies-and-policies/local-plan/Infrastructure%20Delivery%20Schedule%20Update%202021.pdf see page 17; last accessed 30.8.2021

7.20 The Alfold Design Code (2020) contains specific sections of relevance to leisure and enjoyment of the rural environment; in particular codes 10, 12 and 20.

7.21 Community Infrastructure Projects #5, #7, #10, and #11 in Chapter 9 apply to this Policy.

Policy ANP HW1 – Health Wellbeing and Leisure

1. The Parish supports proposals to provide a facility for use by health services and associated agencies.

2. The Parish supports proposals by statutory bodies and community groups to provide inclusive facilities for sport and leisure in the plan area. This includes, but is not limited to, an extension to the Village Hall.

3. Proposals for new or improved community facilities should:

   3.1. include provision of flexible space that can be used for a variety of community uses;

   3.2. be provided in locations that capitalise on opportunities to promote walking and cycling;

   3.3. be easily accessible to all; and

   3.4. respond to the local character and guidance established in the Alfold Design Code.

4. Proposals for outdoor sports and leisure facilities will be supported where they do not have a significant adverse impact on residential amenity, including through the use of artificial lighting, nor diminish the sense of separation between settlements in the Plan Area. Proposals should include provision for safe and direct walking and cycling routes, enabling access for all.

5. Proposals that have an adverse impact on any existing leisure facilities in the Neighbourhood Plan area will be resisted. This includes proposals which may have an adverse effect on the amenity of those facilities, for example by generating noise, dust or affecting air quality.

Education

7.22 The village does not have any mainstream educational facilities apart from a day care nursery on Dunsfold Park, which is not in the Neighbourhood Plan area. In the 2011 census, there were 188 children of school age, which equates to approximately 14 births per year[42]. There are now around 20 live births in the ward each year[43], but this number is likely to increase in line with consented new housing. When this is built there are likely to be a further 112 primary age children and 80 secondary age children[44], so the total in each school year will be 30 – 35. Further background evidence is presented in Appendix I.

7.23 At the public consultation in May 2019, informal discussions about schools took place. At that time, children were generally attending Loxwood Primary School in West Sussex as for many residents this is their nearest school. There is no help towards transport if they chose schools in Cranleigh as these schools are further away. Secondary school options are The Weald in Billingshurst West Sussex and Glebelands in Cranleigh. A primary school for Dunsfold Park gained permission in 2018 and the school should be available after the first 400 homes are occupied. However, at the time of writing, no firm date has been projected for meeting this delivery trigger point. If the consented new housing in Alfold is built during the plan period, there will be sufficient children in the village for a single form entry primary school within walking distance of the majority of the village, which could increase to a 2 form entry school as Dunsfold Park progresses.

7.24 National policy states: 'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.'[45]. The relevant planning

[42] https://www.surreyi.gov.uk/dataset/2lnwx/statistics-about-births-and-conceptions-parental-characteristics-home-births-and-birthweight see line 173

[43] https://www.surreyi.gov.uk/dataset/2lnwx/statistics-about-births-and-conceptions-parental-characteristics-home-births-and-birthweight

[44] https://mycouncil.surreycc.gov.uk/documents/s52689/Annex%201-%20Draft%20Developer%20Contribution%20Guide.pdf see p17

[45] https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-and-safe-communities accessed 30.8.2021

authority for education is Surrey County Council – although note that currently a large number of children receive their education from the neighbouring West Sussex County Council.

7.25 Waverley Borough Council in its Local Plan part 1 adopted in 2018 supports new infrastructure for development provided by planning obligations or funded through CIL. They are keen to see dual use of community facilities, so the combination of (say) education and healthcare facilities would be supported.[46]. In addition, retained policies from 2002, CF2 and CF3 support the development of new community facilities, with CF2 part b noting support for facilities where 'the location of the development is readily accessible to the population served'.[47]. The provision of the new primary and early years school at Dunsfold Park is marked as 'critical' in Waverley Borough Council's Infrastructure Development Plan[48]. The NPPF point 95 emphasises the need for a 'sufficient choice of school places is available to meet the needs of existing and new communities'.[49]

[46] https://www.waverley.gov.uk/Portals/0/Documents/services/planning-and-building/planning-strategies-and-policies/local-plan/LPP1_July_2019_web.pdf see policies ICS 1 and ICS4 on page 62; last accessed 30.8.2021

[47] https://www.waverley.gov.uk/Portals/0/Documents/services/planning-and-building/planning-strategies-and-policies/local-plan/Local_Plan_2002_Updated.pdf see policies CF2 and CF3 on pages 68 and 69; last accessed 30.8.2021

[48] https://www.waverley.gov.uk/Portals/0/Documents/services/planning-and-building/planning-strategies-and-policies/local-plan/Infrastructure%20Delivery%20Schedule%20Update%202021.pdf see page 17; last accessed 30.8.2021

[49] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf last accessed 21.6.2022

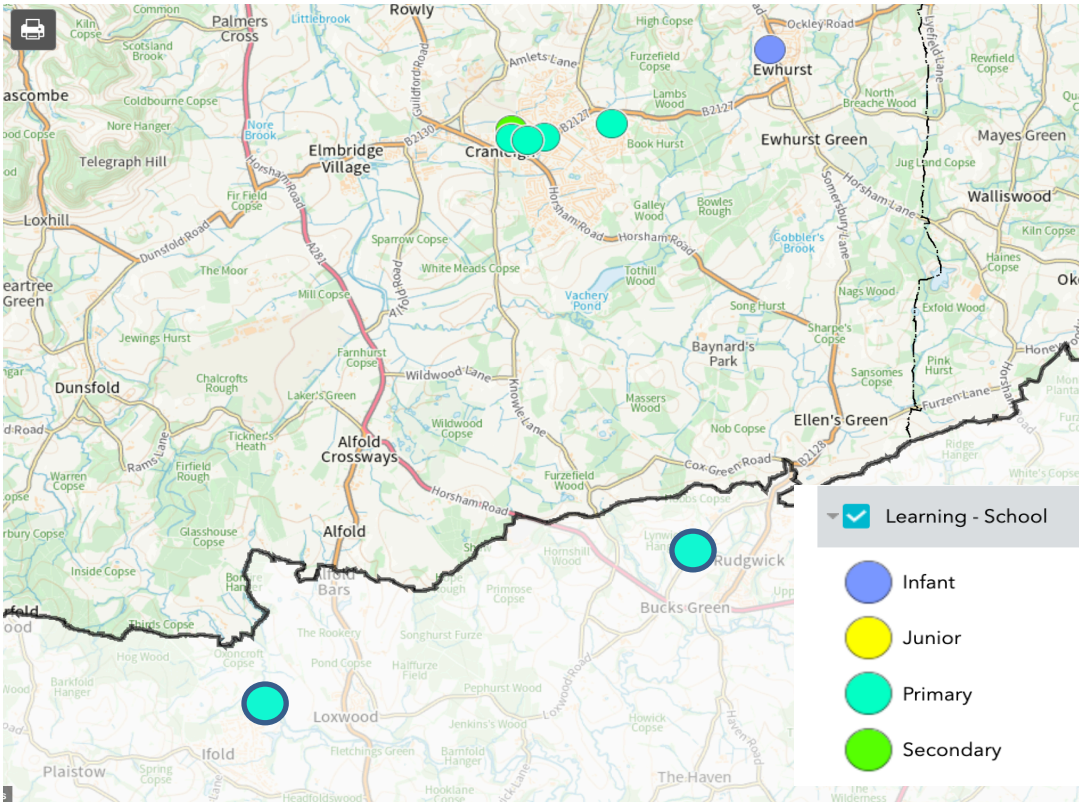


Fig. 6 School locations

7.26 A preschool within an acceptable walking distance of the majority of the Parish would be valuable. This would enable young children to start their education in a setting close to home, which will, in turn, help them and their families to build up friendships in the area. The current need to access such facilities away from the village means that this type of community cohesion is harder to obtain. It will also be very helpful to those families who do not have transport available.

7.27 Community Infrastructure Projects #2 and #3 apply to this Policy.

Policy ANP ED1 – Education Facilities

1. Proposals that include facilities suitable for use as a preschool within walking distance of the majority of the Parish population will be supported, subject to compliance with other policies in the Development Plan.

2. In recognition of the growth in the Parish population, development proposals made in conjunction with the relevant authorities for a primary school within walking distance of the majority of the Parish population will be supported, subject to compliance with other policies in the Development Plan.

8 Infrastructure Theme

Traffic and Transport

Background

8.1 Alfold is a settlement that, until now, has grown slowly and organically over many centuries, resulting in a poly-focal community extending over some 2.5km length along two main north-south road routes; the A281 and the B2133 Loxwood Road which branches off it at Alfold Crossways. Connectivity by road and public Rights of Way is illustrated in Figure 7. A further community is located some 3km north of the historic village, at Stovolds Hill. Alfold has never had a railway station, the nearest line (at Cranleigh) closed in 1965. The closest railway station now is some 15km away, and even then is without good road connections.

8.2 Rural bus services are very poor, and have declined in recent years. For example, only 2 scheduled services stop at Alfold; the 42 service links Cranleigh (c10min), Godalming (c30min) and Guildford (c50min) and the 69 service which runs south to Loxwood, Arundel and Worthing but comprises only a single bus each weekday. The Cranleigh service comprises 7 buses each way Monday to Friday but no services at weekends. There are 4 services to and from Guildford on Saturday but the last returns at 1715. The Waverley 'Hoppa' on-demand minibus service is available to subscribers.

8.3 The extremely poor level of public transport results in Alfold currently being a very heavily car-dependent community. However, and perhaps perversely, household car ownership in Alfold is below the SE regional average[50]. Residents share the aspirations of national (NPPF), and Local Plan policies to become less car-dependent and hence more sustainable in terms of movement and transport. Increases in local traffic and in particular traffic speed are of considerable concern to local residents[51].

[50] 2011 Census and ONS Data

[51] Village Survey 2017, Q2 highest two responses to 'negative features of the community' were speed and volume of traffic

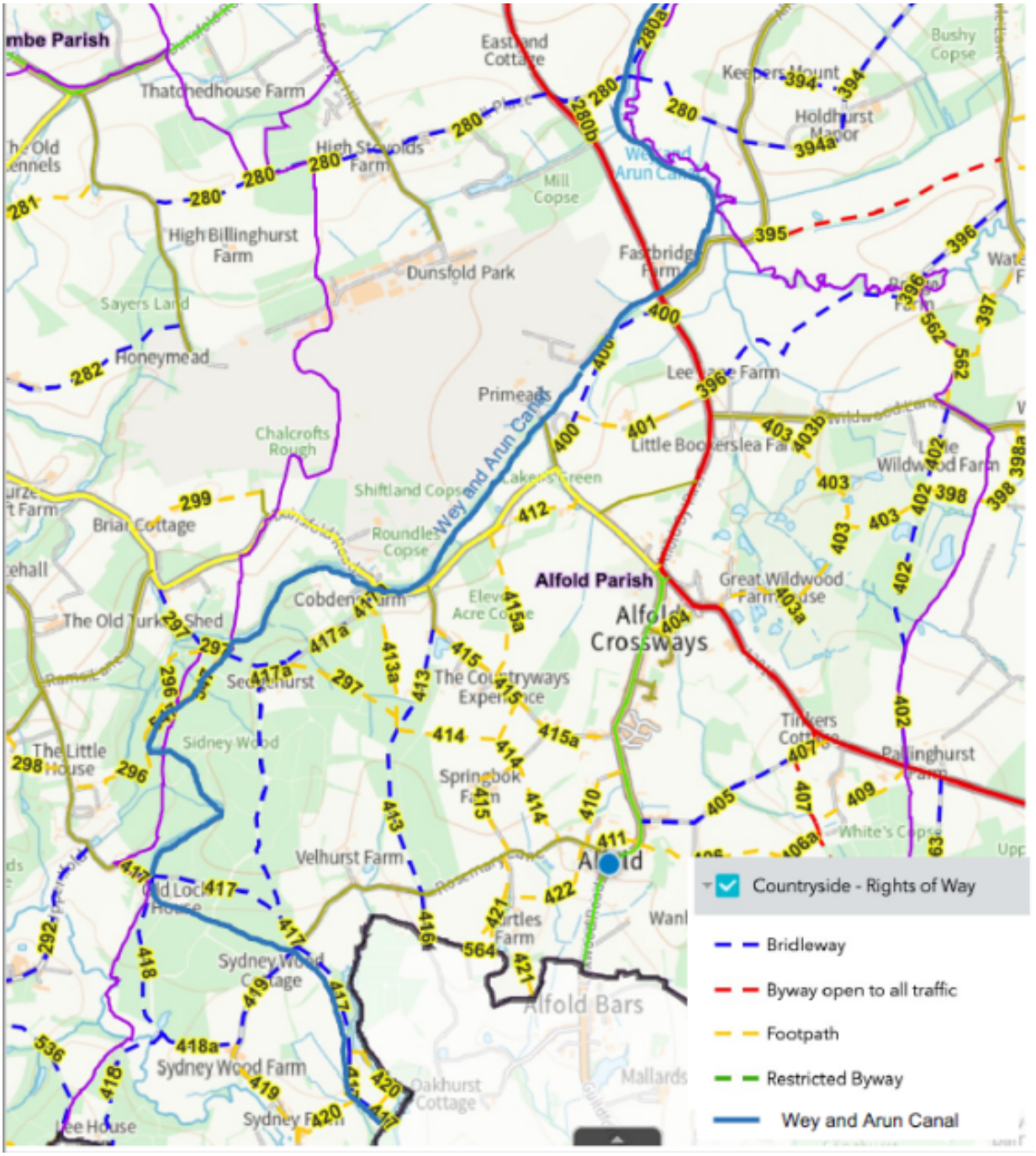


Fig. 7 Key Roads and Rights of Way in Alfold

8.4 The sudden and dramatic change in the population that is now underway will naturally put strain on the existing transport infrastructure and none of the consented developments have provided mitigations beyond their immediate boundaries. The Neighbourhood Plan Policy seeks to address this challenge by including policies to promote active travel within the Parish and sustainable transport to neighbouring destinations. Cycling is popular in

the area, with many roads offering easy gradients and, except for principal roads, being relatively lightly trafficked, albeit there is a problem with inappropriate routeing of heavy vehicles. The Surrey Cycleway network crosses the Parish, linking Cranleigh and Chiddingfold[52]. The Downslink cycle/footway/bridlepath runs N-S a short distance from the eastern Parish boundary. There is currently no other dedicated cycleway provision in the Parish, although plans associated with the development of Dunsfold Park Garden Village include new cycling and pedestrian infrastructure and offer an opportunity for connections from Alfold to Dunsfold and Cranleigh using largely off-road routes.

8.5 Waverley Borough Council are developing a Local Cycling Walking Infrastructure Plan (LCWIP)in conjunction with the Highway Authority (Surrey CC). The current proposals include off road cycling and walking routes connecting Alfold to the facilities within DPVGV as well as to Dunsfold Village and Cranleigh, and The Parish is working actively with the LCWIP project team on this. The design of cycle routes and paths will need to take into account the dark skies policy of the Parish and include measures to enhance safety and useability for users travelling in the dark. Many of the proposals are aspirational and construction costs would be a suitable use of either CIL funding from developments or an application for central government grants.

8.6 Movement around Alfold may be characterised as;

8.6.1 **Internal** – movement within and between the distinct settlements that comprise the Parish and being mainly trips made for social, community activity and local shopping purposes

8.6.2 **Local** – being trips made to neighbouring centres such as Cranleigh and Dunsfold Park, mainly for school, work, shopping or other services

8.6.3 **External** – being trips made further afield mainly for work, higher education, shopping, health (hospitals) and leisure (theatre, sporting events etc.), to centres such as Guildford, Horsham and Godalming (although also including work commuting to other towns and to London)

8.7 The aim of the policies is to increase the number of Internal and Local trips being made using active travel modes (walking and cycling) in preference

[52] Surrey Cycleway Map updated July 2019, Surrey County Council

to using the car. External trips can be reduced by improving the infrastructure within the community, obviating the need to travel further afield, and by encouraging public transport, car sharing and similar ways to reduce reliance on the car.

8.8 Local and External trips will be made easier and more sustainable by improving public transport service provision, although it is acknowledged that the power to deliver this lies largely outside the remit of the Neighbourhood Plan.

Link to Neighbourhood Plan Vision and Objectives

8.9 This Traffic and Transport theme fits with the overall vision to 'Sustain and shape a thriving, healthy and safe community, supported by appropriate infrastructure, including transport links'.

8.10 The policies on Traffic and Transport support delivery of the following Plan Objectives;

8.11 Environment – busy, dangerous roads are not consistent with the objective 'to protect and enhance the Parish's rural village environment', so mitigation measures are to be supported

8.12 Infrastructure – roads are a key component in '…retain(ing) and enhanc(ing) the existing provision of facilities and services and ensure appropriate new provision is made for any future developments'

8.13 Transport – 'To retain and enhance sustainable transport links within, to and from the Parish.'

Aims

8.14 The overall aims of this policy area are to;

8.14.1 Improve safety and amenity for residents when moving around the Parish by a variety of means/modes

8.14.2 Build a sense of community by joining up areas of housing with each other and with existing and planned amenities by providing routes accessible to non-motorised means of transport.

8.14.3 Encourage the use of sustainable modes of transport including public transport, and to reduce the dependence on car use by encouraging active transport (walking and cycling)

8.15 The Parish supports the aspirations of residents expressed in recent surveys, to improve amenity as well as traffic safety by encouraging reductions in vehicle speeds.

8.16 With the now-permitted level of house building in disjointed parts of the Parish, there is a growing need, and opportunity, to provide enhanced and more connected movement opportunities by sustainable modes such as walking and cycling, connecting new developments with existing rights of way, the Surrey Cycle Network, and potential new infrastructure being proposed through the Local Cycling and Walking Infrastructure Plan (LCWIP).

8.17 The Parish is aware of other means of aiding local and internal trip-making using technology such as mobility and electric scooters and will work with developers to make specific provision for these and other emerging means of transport in future.

8.18 While acknowledging that it is not within the power of the Parish Council to make or implement transport policy, the Neighbourhood Plan seeks to reinforce the regional, County and Borough policy context, and in particular strongly supports policies for the encouragement of sustainable and active transport. The Parish Council will work with the Borough Council to develop and implement the LCWIP. Reducing car use makes an important contribution to reducing our carbon footprint and therefore supports WBC's approach having declared a Climate Change Emergency in 2019. APC will seek to work constructively with the Highway Authority and the LPA to find solutions to these challenges, and for example the Parish Council has already been actively involved in the development of the emerging Waverley LCWIP. Route 10 in the LCWIP is supported by the Parish Council, and would help deliver policy ANP TT2 in this Plan. The Neighbourhood Plan policies make more specific reference to local priorities that will help deliver these shared goals.

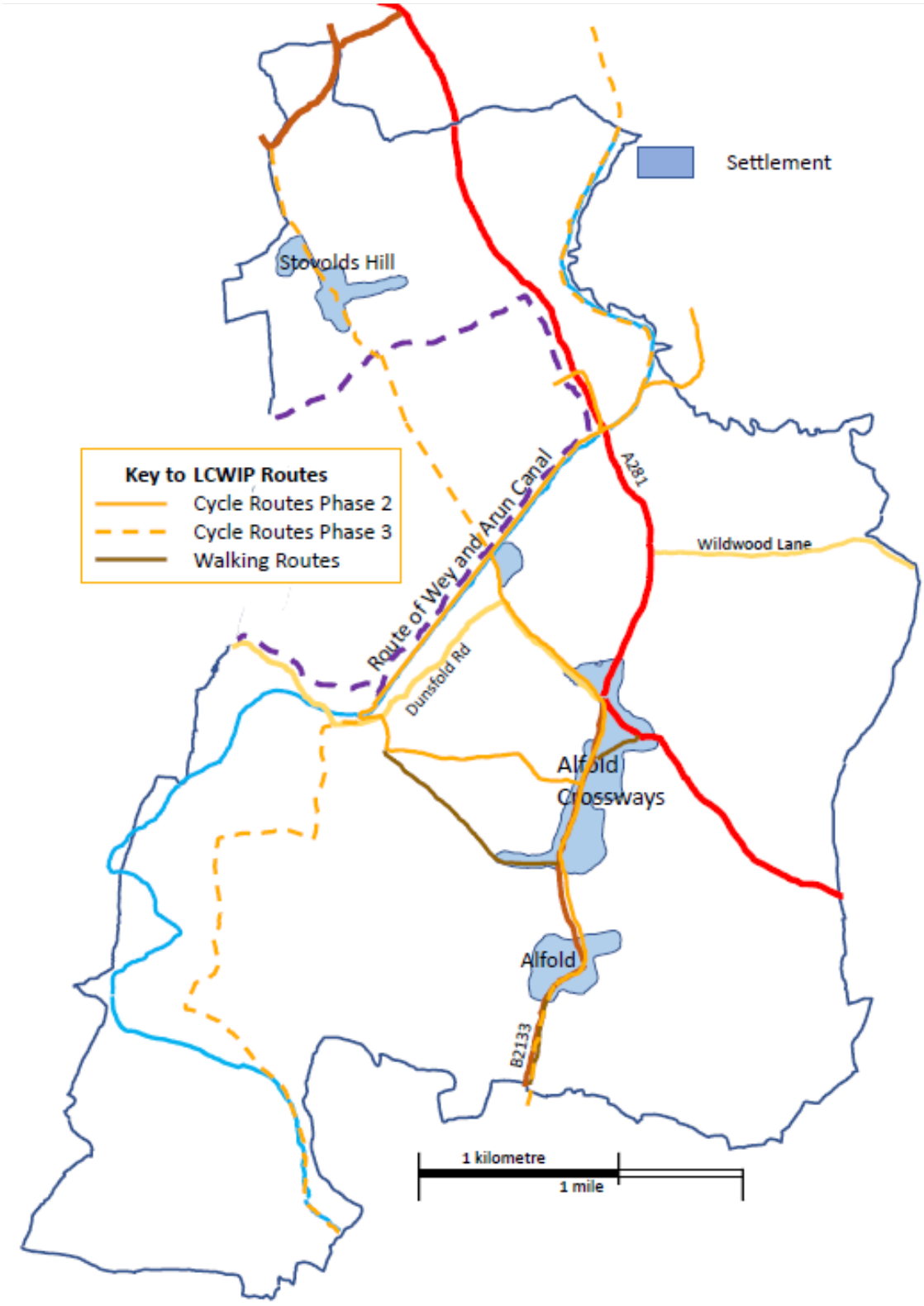


Fig. 8 Cycle and Walking Routes proposed in the Alfold area in the LCWIP (draft August 2022)

Achieving this aim

8.19 This Policy is designed to be consistent and complementary with National Policy and Waverley LPP1 Policy ST1

8.20 Good design in the public realm, treating roads and streets as places that encourage safe behaviours, will be expected and, specifically by implementing the Alfold Design Code (Codes 8, 9,11,12,13 and 14).

8.21 Projects #1, #6, #8 and #9 in Chapter 9 refer to transport-related projects that potentially help deliver the foregoing objectives.

Policy ANP TT1 - Sustainable Public Transport

1. Proposals for major development are expected to incorporate measures (working in conjunction with Borough and County Council) that support public transport, recognising the cumulative increase in size of the Parish population. These may include:

   a. New bus routing and increased service frequency
   b. Support for existing and planned 'On Demand' bus services
   c. New or improved bus waiting facilities, including provision of real time travel information
   d. New or improved walking routes to bus stops

2. Where development is designed to allow bus routing through the site, streets must be designed to balance the needs of different users, avoiding conflicts between bus users, pedestrians and cyclists.

3. Any bus stops provided in areas of new development should be located so that all residents are within walking distance of a bus stop (defined as 400 metres or a five minute walk time).

Policy ANP TT2 - Footpaths, Cycleways and Public Rights Of Way

1. The creation of new or improved infrastructure for walking and cycling that support active travel in association with all developments that create new dwellings will be expected. This includes making suitable connections with existing walking and cycling routes and Public Rights of Way (Bridleways and Footpaths) and internally connecting housing developments with existing communities and recreation areas. Where this involves land not in common ownership, relevant wayleave and similar agreements will be expected to have been put in place to facilitate connectivity.

2. Any development that adversely affects existing Public Rights of Way, will be resisted unless suitable replacement, diversion or improvement measures are provided.

3. Proposals for development should reflect the design guidance established in the Alfold Design Code such that walking and cycling routes are safe and attractive for all to use. In particular, development proposals are required to satisfy the following criteria:

    3.1. Demonstrate how proposals integrate satisfactorily into existing adjacent walking and cycling networks, without reduction of capacity or safety of those routes.

    3.2. Provide development layouts with active frontages which allow for the natural surveillance of routes through overlooking.

    3.3. Provision of new routes should be suitable for use in all weather conditions, be well signed and clearly defined.

    3.4. The design of routes should be appropriate to context and the environmental character of the area, as set out in the Alfold Design Code.

Policy ANP TT3 - Road Safety & Amenity

1. Proposals for development which include appropriate mitigation measures that contribute towards traffic safety and speed reduction will be supported.

2. Proposals for the design of the Public Realm, and specifically roads, streets, footpaths and associated verge areas must have regard to the relevant sections of the Alfold Design Code.

Policy ANP TT4 - Movement Corridors

1. Proposals that create or enhance movement corridors, both historic and newly-created, will be supported. This includes restoration of the Wey and Arun Canal corridor (Policy ANP WA1), its potential connection to the Downs Link just beyond the Parish Boundary and new off-road active travel corridors to Cranleigh, Dunsfold Park, Godalming and Guildford.

2. Proposals aligned with the Local Cycling and Walking Infrastructure Plan (LCWIP) will be supported, while not precluding other proposals. Any proposals that restrict or preclude future transport options in these movement corridors will be resisted.

Digital Connectivity

Broadband and mobile phone coverage

8.22 The 2017 village survey asked about mobile phone reception and broadband speed (Q 20 & 25). 75% of respondents wanted improved mobile reception, with 58% wanting faster broadband. Since then, ultrafast broadband (330Mbps has become available to most residents of Crossways and the Old Village, with superfast (40Mbps) being available in addition to those in the Old Village.

8.23 However, the northern part of the Parish (including Dunsfold Park) continues to have access to standard broadband (max 13Mbps). Details are provided in Appendix I.

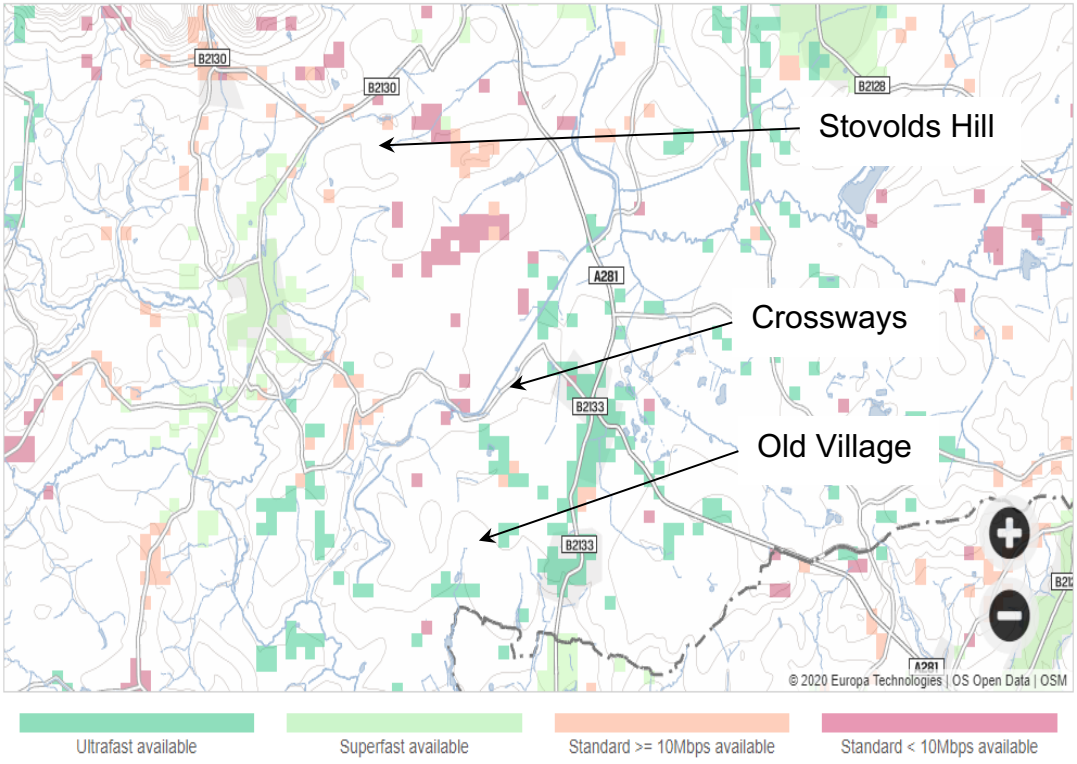


Fig. 9 Broadband coverage

Source Ofcom accessed 2.1.2020[53]

[53] https://checker.ofcom.org.uk/broadband-coverage

8.24 Figures from Ofgem show that in 2019, 16.13% of the premises in the Alfold, Cranleigh Rural and Ellens Green ward did not have broadband that fulfilled the Universal Service Obligation, this is the second poorest in Surrey[54].

8.25 It is therefore not surprising that broadband data usage is considerably less in the ward than elsewhere in the county.

8.26 The map at Fig. 10 below shows the combined impact of slow broadband and low data usage in the ward, where it is ranked 187 out of 187 wards.[55]

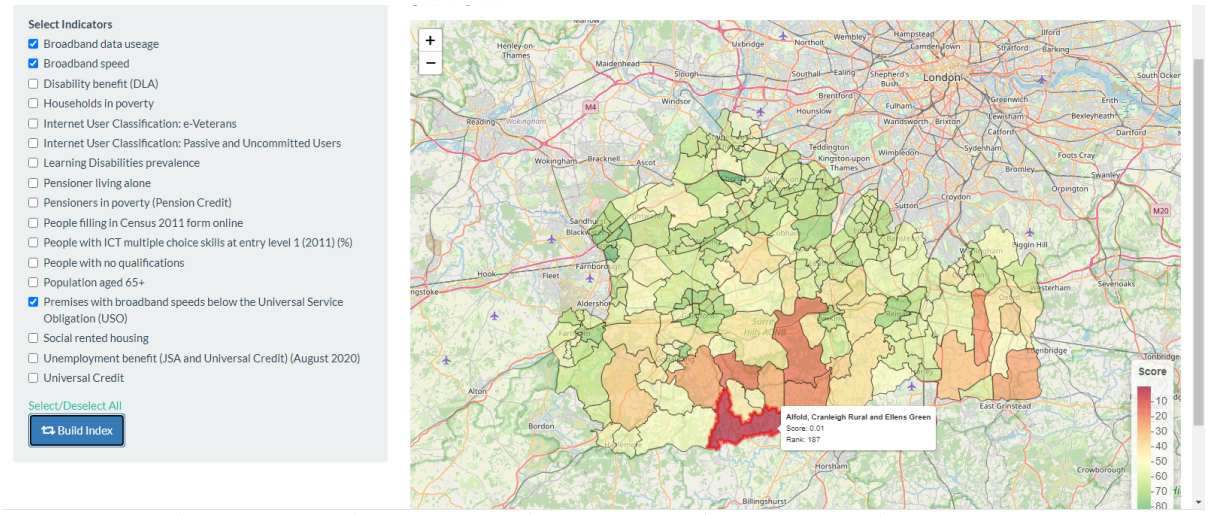


Fig. 10 Impact of Broadband and low data usage (SCC Insight & Analytics)

8.27 The NPPF, at para. 114, states that '*advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being*'.

8.28 Improvement of mobile phone and broadband within the neighbourhood Plan area will support the following policy objectives:

8.28.1 Objective 3 Infrastructure

8.28.2 Objective 4 Sustainable businesses

8.28.3 Objective 5 Health and Well being

8.29 It aligns with policies ICS1.1, ICS1.4 and ICS1.5 in the Waverley Local Plan Part1

[54] https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-update-spring-2019

[55] https://scc-insight-analytics-and-intelligence.shinyapps.io/Surrey-Index-Tool/

Policy ANP DC1 – Digital Connectivity

1. Proposals that improve mobile phone signals in the whole Parish will be supported.

2. Proposals that improve broadband connections for any areas with a poor service will be supported.

3. The location and design of any above-ground network installations shall be sympathetically chosen to not adversely affect the character of the local area, reflecting guidance and principles contained in the Alfold Design Code.

4. New development should provide suitable ducting capable of enabling the provision of up-to-date electronic communications infrastructure.

9 Delivery and Review

Community Infrastructure Projects

9.1 The following is a list of outline infrastructure development projects that have been identified during the Neighbourhood Plan process, which are identified to improve the quality of life of residents and, in several cases, deemed essential to ensure that the increase in population arising from housing developments is sustainable. The priority assigned to each project is highlighted in yellow and the objectives which it relates to are highlighted in green.

Project	#1 CYCLE ROUTE LINK TO CRANLEIGH	Essential/ High Priority/ Aspirational
Brief Description	Alternative routes under consideration start at Alfold Crossways and route via Springbok Estate north and then east towards Cranleigh. The routes involve use of existing highway (Dunsfold Road, Alfold Road), upgrading Public Rights of Way (Bridleways and Footpaths) and shared all-weather use of Wey & Arun Canal towpath. Onward connections into Dunsfold Park will be facilitated.	
Location	See map	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP TT2 Proposal included in Waverley/SCC Local Cycling and Walking Infrastructure Plan (Draft 2022) – Route 10	
Coordination with other Agencies and Plans	Surrey CC (Highways) and Waverley BC	
Suggested Trigger Point	By time of completion of housing development WA/2020/1684 Hollyoak and Land to the Rear (99 houses at Alfold Crossways)	

Project	#2 PRE-SCHOOL	Essential/ High Priority/ Aspirational
Brief Description	The provision of a pre school for children aged 2 to 4 years	
Location	In existing Village Hall or by extended facilities at that location (which is owned by the Parish Council) OR at same site as proposed Primary School (see project #3)	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP ED1 Currently no local provision, all children travel significant distances to pre-school. Improves sustainability through providing Safer Routes To School. Improves community cohesion.	
Suggested Trigger Point	By time of completion of 400 new homes in the Plan Period.	

Project	#3 PRIMARY SCHOOL	Essential/ High Priority/ Aspirational
Brief Description	The provision of a Primary School for children in years R to 6	
Location	By purchase/rebuild of an existing property, such as the former school building and site on Loxwood Road, or on a new site yet to be designated (preferably in general vicinity of Alfold Crossways settlement)	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP ED1 Currently no local provision, all children travel significant distances to school. Improves sustainability through providing Safer Routes To School. Improves community cohesion	
Coordination with other Agencies and Plans	Surrey CC (Education) and Waverley BC	
Suggested Trigger Point	By time of completion of 400 new homes in the Plan Period.	

Project	#4 LOCAL NATURE RESERVE	Essential/ High Priority/ Aspirational
Brief Description	Planned re-wilding and planting of Parish Council-owned site	
Location	Scrub/woodland off Chilton Close (Site 5 in Local Green Spaces schedule)	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP GS1 ANP BD2	
Coordination with other Agencies and Plans	Waverley BC and Surrey Wildlife Trust	
Suggested Trigger Point	n/a	

Project	#5 HEALTH RESOURCE HUB	Essential/ High Priority/ Aspirational
Brief Description	Building suitable for minor clinical and non-clinical procedures, meetings or for “drop in” General Practitioner and other Health Professionals including Mental Health and Social Services	
Location	In extended facilities at the existing Village Hall site (which is owned by the Parish Council)	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP HW1	
Coordination with other Agencies and Plans	Waverley BC and relevant NHS CCGs	
Suggested Trigger Point	Demand already identified	

Project	#6 PUBLIC HIGH-SPEED EV CHARGING STATION(S)	Essential/ High Priority/ Aspirational
Brief Description	Provision of high-speed public EV charging station(s) in association with off-street parking facility.	
Location	Recently-completed development which includes parking and retail unit at Chapel Field Close, and/or Village Hall Car Park	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP TT2	
Suggested Trigger Point	As soon as funding becomes available (e.g. CIL)	

Project	#7 OUTDOOR GYM FACILITY	Essential/ High Priority/ Aspirational
Brief Description	Provision of fixed Outdoor Gym Equipment (for adult use).	
Location	Public open space at the Recreation Ground	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	A NP HW1	
Suggested Trigger Point	As soon as funding available (e.g. CIL)	

Project	#8 STOVOLDS HILL FOOTWAY/CYCLEWAY	Essential/ High Priority/ Aspirational
Brief Description	Construction of combined footway/cycleway on Stovolds Hill connecting the residential community to Dunsfold Park	
Location	Stovolds Hill	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP TT2 Dunsfold Park SPD	
Coordination with other Agencies and Plans	Surrey CC (Highways) and Waverley BC	
Suggested Trigger Point	After opening of new access road to Dunsfold Park	

Project	#9 LOXWOOD ROAD FOOTWAY	Essential/ High Priority/ Aspirational
Brief Description	Construction of footway on Loxwood Road connecting Alfold village centre with Alfold Bars	
Location	Loxwood Road south of Alfold village centre	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP TT2	
Coordination with other Agencies and Plans	Surrey CC (Highways) and Waverley BC	
Suggested Trigger Point	As soon as funding available (e.g. CIL)	

Project	#10 PROVISION OF SEATING IN PUBLIC PLACES	Essential/ High Priority/ Aspirational
Brief Description	New or upgraded seating such as benches, at locations determined by an audit/survey of the Parish.	
Location	Approximately 6 locations	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP HW1	
Coordination with other Agencies and Plans		
Suggested Trigger Point	Carry out audit, then implement as soon as funding available (e.g. CIL)	

Project	#11 PROVISION OF PUBLIC ALLOTMENTS	Essential/ High Priority/ Aspirational
Brief Description	Allocation of suitable land with suitable access rights for the provision of community allotments	
Location	In any land suitably positioned close to existing settlements or in association with new development that is made available by the land owner	
Plan Objectives Contributed to	**Objective 1 – Housing Opportunities** **Objective 2 – Environment** **Objective 3 - Infrastructure** **Objective 4 – Sustainable Businesses** **Objective 5 –Transport** **Objective 6– Health and well being**	
Relevant Policy(ies) and justification	ANP HW1 Supported in recent public consultations	
Coordination with other Agencies and Plans	Suitable legal arrangements would need to be put in place to grant access, and practical management arrangements for the site(s), possibly under the auspices of the Parish Council	
Suggested Trigger Point	At any time	

Implementation, Monitoring and Review

9.2 The Parish Council is the official body responsible for the Neighbourhood Plan. It established a Steering Group - a body whose membership has changed over the years, but which has comprised councillors and residents - to lead on the development of the Neighbourhood Plan. Once the Plan has been 'made', the work of the Steering Group effectively comes to an end. There are, however, a series of actions that will need to be undertaken, not least the early review of the Neighbourhood Plan, in light of the Local Plan, the NPPF and importantly, development that actually takes place in the area. For this reason, the Parish Council might consider extending the role of the Steering Group, which could include the same members or provide an opportunity for new members to join.

9.3 Specific actions that will need to be undertaken are as follows:

9.3.1 Pursuing the Community Projects detailed in chapter 9 of this document.

9.3.2 Monitoring the application of the Neighbourhood Plan policies to ensure they have been applied consistently and interpreted correctly in response to planning applications.

9.3.3 Maintaining a dialogue with Waverley Borough regarding its Local Plan (including Part 2 which has yet to be adopted) and delivery of Strategic Site Policy SS7 (as this may have consequential impacts on the village)

9.3.4 Undertaking reviews of the Alfold Neighbourhood Plan under the auspices of the Parish Council on a continuous/'as needs' basis as follows;

9.3.4.1 Full Plan – every 5 years on the anniversary of the Plan being 'Made'

9.3.4.2 Any section of the Plan, or Policy Theme, that is deemed to be out-of-date as a result of external circumstances, such as major changes to Planning legislation, the Local Development Plan, or local circumstances affecting delivery of sustainable development within the Parish.