

Denise Wordsworth
Carters Croft, Guildford Road, Alfold, Surrey, GU6 8HF

DATE: 29/04/2025

PLANNING APPLICATION: WA/2025/00597 - Valid From 28/03/2025

LAND SOUTH OF JUNCTION WITH SACHEL COURT DRIVE LOXWOOD ROAD ALFOLD CRANLEIGH

Outline planning application with all matters reserved except for access for the erection of up to 70 homes (including affordable housing) new vehicular access associated parking and landscaping following demolition of existing Bridian farmhouse and associated outbuildings.

Dear Case Officer - Simon Dunn-Lwin,

I will not reiterate the Objections from Residents already Posted that live closer to the Site, and have a better understanding of the impacts close to where they live – especially with regard to the Flooding issues and the Natural Environment. I will try to simply add a bit more substance where appropriate and my own Personal View of this particular Development in conjunction with the MANY that have already been Approved (mainly on Appeal) and those still under Consideration, in our Small Village to-date.

I wish to OBJECT to this Application on the following Grounds:

1. ALFOLD NEIGHBOURHOOD PLAN

Alfold's Neighbourhood Plan was formally "MADE" and adopted in January 2024 with 94% voting 'Yes' to adopting the Plan. It was Confirmed by the Inspector that the Plan was SOUND – **The Allocation for Housing within the Plan is explained and Justified in the Made Document and I paste the Points Raised.**

- 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 (the largest of which are mapped in Fig. 3) will deliver 447 new homes (details of which are found in Appendix D), more than 3.5 times the housing requirement in the Local Plan (125 units).
- 5.3 This quantum of change (which doubles the existing housing stock), but without any significant increase in key physical infrastructure such as roads, shops, schools and medical centres, poses a new challenge to managing sustainable development in the Parish. It also poses sustainable transport challenges including the need to improve public transport which are dealt with in chapter 8.
- 5.4 The minimum housing requirement in LPP1 has been met and significantly exceeded, and therefore the Neighbourhood Plan does not allocate sites for new housing.

2. DAS - WATES Developments:

a. *Page 14 (2.1) 2.1. REGIONAL CONTEXT*

The Site, located in Alfold, Surrey, is in a well-connected and sustainable location outside of the Surrey Hills Area of Outstanding National Beauty (AONB), the Metropolitan Green Belt and the High Weald AONB. The Site is approximately 6 miles from Cranleigh, a vibrant local hub offering a range of amenities and services, 7 miles to Billingshurst and about 13 miles from Guildford, a larger town with extensive shopping, educational, and transport facilities. Billingshurst and Guildford provide direct train services to London. To the east, Crawley and Gatwick Airport are within a 30 minute drive, providing excellent connectivity to domestic and international destinations. This proximity enhances The Site's appeal for professionals, frequent travellers, and families seeking rural living with urban convenience. With its blend of natural beauty, access to key towns, and transport infrastructure, The Site offers an ideal location for a sustainable and balanced lifestyle.

Q. Cranleigh as we all know is accessible by Car via the A281 then Wildwood Lane a Pot-Hole Infested road – Frequently closed for Roadworks. Then onto Knowle Lane - Frequently Closed for Roadworks/Utility Repairs, or Via Alfold Road or Elmbridge Road - Frequently Closed for Roadworks/Utility Repairs. None of these roads are safe for Cyclists/Pedestrians unless you are a Professional or Stupid. Travel to Gatwick by car is usually 45mins on a good run at 2am in the Morning..... 1.25hrs at other times. If you wish to avoid Hefty Airport Car Parking Fees, Taxis must be Booked a Min. of 2-3 Weeks IN ADVANCE – Travel via Helicopter to the Airport is Preferable and possibly Cheaper!

b. Page 14 (2.2) WIDER FACILITIES

The Site is located within a 15 minute walk of key facilities such as a local shop, post office, church and sport facility. Public Rights of Way (PROWs) offer sustainable connections across Alfold and Alfold Crossways and into the wider network. The bus stops along Loxwood Road provide connections to Billingshurst and Worthing via Loxwood, where a larger range of facilities can be accessed.

Q. I am sorry to be repetitive but here we go.... Walkable Key Services from the site DO Include, to a limited degree; The Post office, The Larder (Café/Farm Shop) Churches. However Distances to:

Village Hall & Sports & Social Club: Approx: 1.6km
 M&S Convenience Store at the BP Petrol Station: Approx: 1.8km
 Three Compasses Pub on Dunsfold Road: Approx: 2.1km
 Footpaths from the Site are limited and non-existent in parts.

Compasses Bus 69 operates a twice weekly service Tuesday & Friday (see Below) this hardly makes it a sustainable means of transport for Commuting or Educational Travel. The walk to Alfold Crossways for the more regular No 42 Bus service is certainly more than 1.5km away.

69: Alfold - Loxwood - Wisborough Green - Billingshurst - Pulborough - Worthing				64	
Operates only on days shown				69	
	TuF	MTh		MTh	TuF
Alfold Crossways	0915*	0917*	Worthing, Marine Parade, M&S	1320	1320
Alfold, Crown Inn	0917*		Worthing, High Street, Waitrose	1324	1324
Loxwood, Spy Lane	0921*	1038	Broadwater Church	1329	1329
Loxwood, Post Office	0924*	1040	Offington Corner	1332	1332
Ifold, Stores	0928*	1044	Clapham Common	1336R	1336R
Plaistow, Church	0933	1049	Patching Village	1339R	1339R
Mackerells Common	0936	1053	Poling Corner	1342	1342
Kirdford, Memorial	0942	1056	Arundel, Riverbank	1346	1346
Wisborough Green, Three Crowns	0948	1102	Houghton, George & Dragon	1354R	1354R
Billingshurst, Village Hall			Bury, Coombe Crescent	1356R	1356R
Billingshurst, Kings Arms	1109		Bury, Squire & Horse	1358	1358
Coolham, Crossroads	1115		Watersfield Village	1402	1402
Brooks Green	1118		Coldwaltham, A29, Brookview	1406	1406
Barns Green, The Hordens	1122		Hardham, Church	1408	1408
Barns Green, Recreation Ground	1124		Pulborough, Swan Corner	1410	1410
Christ's Hospital, Bluecoat Pond	1130		Pulborough, Sainsburys A29	1413	1413
Horsham, Bus Station	1138		Adversane, Blacksmiths Arms	1417	1417
Horsham, Carfax	1140		Horsham, Bus Station	1325	1325
Adversane, Blacksmiths Arms	0954		Horsham, Carfax	1327	1327
Pulborough, Sainsburys A29	0959		Christ's Hospital, Bluecoat Pond	1337	1337
Pulborough, Swan Corner	1002		Barns Green, Recreation Ground	1341	1341
Hardham, Church	1004		Barns Green, The Hordens	1343	1343
Coldwaltham, A29, Brookview	1007		Brooks Green	1346	1346
Watersfield Village	1008		Coolham, Crossroads	1350	1350
Bury, Squire & Horse	1012		Billingshurst, Kings Arms	1355	1355
Bury, Coombe Crescent	1013		Billingshurst, Jengers Mead	1423	1423
Houghton, George & Dragon	1016		Wisborough Green, Three Crowns	1400	1429
Arundel, High Street, Norfolk Arms	1023		Kirdford, Memorial	1406	1434R
Poling Corner	1028		Mackerells Common	1408	1437R
Patching Village	1034		Plaistow, Church	1412	1441R
Clapham Common	1037		Ifold, Stores	1416	1445R
Offington Corner	1044		Loxwood, Post Office	1419	1435R
Broadwater Church	1047		Loxwood, Spy Lane	1421	1439R
Worthing, High Street, Waitrose	1050		Alfold, Crown Inn	1439R	1441R
Worthing, Marine Parade, M&S	1053		Alfold Crossways		

MTh - Operates Mondays & Thursdays only

TuF - Operates Tuesdays & Fridays only

* - Surrey and West Sussex concessionary passes accepted on this journey from Alfold

R - Serves this point only if required by passengers already on the bus

- These stops may be served up to 14 minutes later

3.

c. Page 18 (2.3) ALFOLD EXPANSION - Recent developments along Loxwood road have continued to shape the character of Alfold, with notable developments listed below. These developments reflect ongoing growth in the area, integrating with the existing village infrastructure, maintaining the rural character of Alfold while accommodating modern housing needs.

Neighbouring Sites

No.	Site Ownership	Number of Dwellings	Approx. Gross Density	Planning Status	Date of Approval	Construction Phase
1	Cove Homes	23	5 dph	approved at appeal	10.09.2018	not on-site
2	Cove Homes	11	10 dph	approved at appeal	26.11.2024	not on-site
3	Vinters	9	24 dph	approved at appeal	14.02.2023	not on-site
4	Q Developments	56	19 dph	approved at appeal	16.03.2020	on-site
5	W E Black / Vistry	86	25 dph	approved at appeal	25.02.2022	not on-site
6	Catesby / Bewley	80	13 dph	approved at appeal	02.03.2020	on-site
7	CALA	55	21 dph	delegated approval	08.03.2018	built
8	Chapel Field	8	8 dph	delegated approval	26.02.2019	built
9	Thakeham	99	17 dph	approved at appeal	11.01.2022	on-site
10	Thakeham	400	15 dph	submitted	awaiting decision	not on-site

427 Homes (exc. Thakeham)

Q. Those that have been omitted as they are obviously not “Notable” Include:

<u>Completed</u>	Existing	New	STATUS	App. Ref
Byways	0	2	Approved	WA/2014/0518
Haybarn Cottages	0	4	Approved	WA/2014/0913
Dolphin Court	0	4	Approved	WA/2014/2307
Brockhurst Farm	1	1	Approved	WA/2015/0565
Old Stovolds Farm	0	1	Approved	WA/2015/0483/0482
Alfold Farm Barn	1	7	APP/R3650/W/16/3155290	WA/2016/0683
Alfold Farm Bungalow	1	2	Approved	WA/2017/0758
Old Stovolds Farm	1	2	Approved	WA/2017/1445/1446/1470/1471
Byeways Plot 1	0	2	Approved	WA/2018/1220
Velhurst Farm	0	2	Approved	WA/2018/1558
Glebelands Farm Barn		4	Approved	PRA/2020/0009
Wildwood Livery Barn		1	Approved	WA/2021/0109
Alfold Farm	2	1	App/R3650/W/21/3273010	WA/2020/1794
Brockhurst Farm	0	7	Approved	WA/2019/1324
Alfold Farm		1	Approved	WA/2022/00556
Brookfield		2	Approved	WA/2022/00570
Alfold Farm		1	Approved	WA/2022/01751
Alfold Barn Rest. (1)		2	Approved	WA/2022/02538
Wildwood Livery New		3	Approved	WA/2022/01655
Gleblands Farm New		2	Approved	WA/2022/01722
Medland House (GC3)	1	8	App/R3650/W/22/3312183	WA/2022/00211
Alfold Barn Rest. (2)	2	1	Approved	WA/2023/02125
Alfold Barn Rest. (3)	0	4	Approved	PRA/2024/00861
Alfold Barn Rest. (4)	7	1	Approved	WA/2024/01972
Chapel Fields (2)	8	2	Approved	PRA/2024/01256
Q- Medland House	56	9	App/R3650/W/22/3312183	WA/2022/00211

so: **76 New Small in-Fill sites** on top of those listed by the Applicant. The Village has seen no **MAJOR INFRASTRUCTURE** Improvements in the last 10 Years. There have been s106 Funds & CIL – But just how much of that has been granted for our VILLAGE (without significant Grovelling)– For Small/or Large Local Infrastructure ? It should also be noted that there are 199 “AFFORDABLE” HOMES Granted in total since 2015, which reduces a proportion CIL funds payable by the developers.

d. Page 25 (2.7) TRANSPORT & ACCESS - Access to The Site will be achieved via a new priority junction taken from Loxwood Road.....

Q. Would this be the Access that is Almost opposite the Application **WA/2022/02568**
THE LITTLE SCHOOL LOXWOOD ROAD ALFOLD CRANLEIGH GU6 8HP?

The WBC Officers Report States: “...A total of 371 two-way trips a day are anticipated, 244 of which are forecast to occur between 09:00-10:00 and 14:00- 15:00, so outside the typical am and pm peak hours..”

Has this been taken into consideration for the Access for up to 100 Cars from this Proposed Site? These are children with Special Needs and Transportation could be challenging..... Officers recognise that this is a significantly large increase, but SCC Highways have not raised any objection to this.

I would imagine that many of the New residents on this Potential site and all the others will be getting into their CARS to pick up their Children during the “School-Run window” of 2.45 – 3.30pm (See Page 6)

With regard to the MOTION Traffic Assessment Report (P.5) “The proposed development is estimated to result in around 30 vehicle movements during the weekday morning and evening peak hours... Over an average weekday, the proposed units will generate in the region of 310 vehicle movements.. ”
 Note: (P. 15) “Although no on-road cycle facilities are provided within the vicinity of the site, it is considered that the local highway network is suitable for cycling due to the relatively flat topography. National Cycle Network (NCN) Route 223 runs approximately 5 kilometres to the east of Alford between Cranleigh and Horsham, with NCN route 22 leading north from Cranleigh towards Guildford....”

(p16) “It is also noted that a Demand Responsive Bus Service (DRBS) currently operates within the local area. This provides access to a number of places within the Cranleigh area including Cranleigh, Dunsfold, Ewhurst, Bramley, Shamley Green, Blackheath, Loxhill and Ellen’s Green. Improvements to this are considered in Section 4 of this report.

3.15 Rail services can be accessed from Godalming (16 kilometres north west of the site) and Guildford (18 kilometres north of the site), which are accessible by bus service 42. Guildford railway station is managed by Network Rail and provides frequent services to London Waterloo, Gatwick and Heathrow Airports, Reading, Farnham and a number of destinations on the south coast including Portsmouth, Portsmouth Harbour and Southsea. Godalming railway station forms part of the network operated by South Western and provides services to London Waterloo, Portsmouth Harbour and Haslemere. Cycle and car parking is available at both Guildford and Godalming railway stations.

3.16 In terms of proximity, the closest railway stations to the site are Billingshurst (12.4 kilometres south of the site) Shalford (14.3 kilometres north of the site). Billingshurst railway station is managed by Southern Network and provides rail services to Gatwick Airport and Reading, whereas Shalford railway station is managed by Great Western Railway and provides rail services to Bognor Regis and London Victoria. Cycle and car parking is also available at these stations.”

The developers know that this is NOT a Sustainable Village and unless you are fit and able, it is not possible to cycle to the nearest schools or Train Stations. I wish they would all stop pasting the same information. They too use the 2011 Census information – saying this is due to the change in working practices since Covid, that may be relevant – But it doesn’t take into consideration the Additional Numbers in our Village and driving through it since 2011 and work out an Uplift as more people are returning to the work place now since 2023 – I am sure there is a Modal Uplift available to these “Clever Number Crunchers”.

They also refer to the Dunsfold Park Mixed use scheme. WBC have removed this from their 5YHLS and developers should CEASE from using any “Proposed/ Potential” Infrastructure they may or may not provide in the Future!

I have read the Transport Assessment – But I am not knowledgeable enough to comment – But the Figures just look Wrong..

The MOTION Summary details for the area (P59-91) for period 10/12/2024

ALFORD CROSSWAYS, ALFORD, SURREY GU6 8HF.

VEHICLE CLASS	
NAME	DESCRIPTION
PC	PEDAL CYCLES
MC	MOTOR CYCLES
CAR	CARS / TAXIS MPVS ETC.
LGV	4 - WHEELED GOODS VEHICLES
R2	2 - AXLED / 6 - WHEELED
R3	HGVs WITH 3 AXLES (RIGID CHASSIS)
R4	HGVs WITH 4 AXLES (RIGID CHASSIS)
A3	ARTICULATED HGVs WITH 3 AXLES
A4	ARTICULATED HGVs WITH 4 AXLES
A5	ARTICULATED HGVs WITH 5 AXLES
A6	ARTICULATED HGVs WITH 6 AXLES
BUS	COMMERCIAL BUSES / COACHES

WEATHER CONDITIONS - RAIN SHOWERS



Details are given in the Motion Report, but to summarise in case you do not wish to plough through the 30 pages.

MOTION Survey TUESDAY 10/12/2024 - SUMMARY STATS

07.00-10.00	JUNCTION 1	JUNCTION 2	JUNCTION 3	JUNCTION 4	TOTAL PEAK
Pedal Cycles	0	1	4	3	8
Motor Cycles	7	7	11	8	33
CAR	2381	1887	1516	1192	6976
LGV	553	491	414	264	1722
R2-4	140	140	68	48	396
A3-6	31	29	3	2	65
BUS	12	10	13	9	44
TOTAL	3123	2565	2029	1526	9243
16.00 - 19.00	JUNCTION 1	JUNCTION 2	JUNCTION 3	JUNCTION 4	TOTAL PEAK
Pedal Cycles	0	0	0	0	0
Motor Cycles	7	7	5	0	19
CAR	2488	2399	1496	848	7231
LGV	418	391	236	121	1166
R2-4	46	40	25	15	126
A3-6	23	22	2	2	49
BUS	10	8	3	3	24
TOTAL	2992	2867	1767	989	8615
Diff AM/PM *	131	-302	262	537	628

* I Often Return home around 3-3.30pm on a Friday and would suggest this is a Normal time to "Clock Off" in this part of Surrey

* Most of the Surrey schools Finish at 2.30pm

As Noted there are Very Few that Cycle

e. Page 30 (2.11) ECOLOGY - A thorough ecological assessment of The Site and surrounding area has been undertaken, involving a desk study, Phase 1 habitat survey and specific faunal surveys for bats, Badger, Dormouse, Great Crested Newt, and reptiles.The nearest statutory designation is Chiddingfold Forest Site of Special Scientific Interest (SSSI), approximately 0.8km to the west.

Q. Bio-Diversity Net Gain 10% has not been met – It is in fact a **BIO-DIVERSITY NET LOSS of 9.18% within the Habitats Section** and according to ASPECTS ECOLOGY report

4.5.4 As can be seen from the above, under the proposed development a 10% net gain in biodiversity and satisfaction of trading rules will not be delivered within the site itself. To achieve a 10% net gain in habitat units, a total of 2.31 off-site units are required, of which 1.39 units must comprise individual trees or a higher distinctiveness habitat to address trading errors.

Having fought my way through the Multitude of Pages on the Planning Portal regarding Bio-diversity to try and ascertain the BNG information – I finally Found the relevant details, I am afraid the necessity of so many pages of useless information is designed to obfuscate and should not be tolerated by Planning officers if they have the power to stop it (Maybe they don't!)

So yet again – if this application is Approved BNG will be Offset via a Broker elsewhere in the County – What is the end game for ALFOLD? Do we continue to lose Bio-Diversity so that it can go to other areas within Surrey? This is one of the most appalling systems and it is time the Government recognised that it is **TOTALLY REPREHENSIBLE** – This does not improve the Environment for those that have to suffer the developments in their Local Village and the dwindling number of precious and protected species.

f. Page 36-37 (3.3. BUILDING HEIGHTS & 3.4 BUILDING DENSITY)

The building heights parameters will predominantly include 2 storey buildings with occasional 2.5 storey buildings The plan below sets out the approach to density of the built form. The overall gross density

proposed across the whole Site is 20 dph (approximately 70 dwellings/3.45 ha overall Site area); with the net density proposed being up to 33 dph

Q. Whilst the Plan is **Outline Only** this means very little and **can** be increased at Reserved Matters – This is still High Density Housing especially in the area proposed and should be reduced accordingly at RM should it be approved. It is also one of the closest Applications to The Alfold Conservation Area. I do not feel the reduction from 80 to 70 Homes makes this an attractive or sustainable Application for Alfold.

4. WATES – COMMUNITY ENGAGEMENT - Statement of Community Involvement March 2025 – Cratus Group

g. You may wonder why you have to scroll through Pages & Pages to find this document and there is no reference to this in their DAS – Probably because there was NO COMMUNITY ENGAGEMENT – A flyer was sent by post – But NO FEEDBACK FORM just an email address. “..12 feedback responses were returned...” Why? Because Emails “Bounced Back” to several people who then simply gave up and who can blame them?

5. WATES – Education:

I can find NOTHING that they are offering the village with regards to Education for any of the proposed New Residents. In fact I can find nothing on the Planning Portal to even suggest they plan any mitigation. I am sure there will be s106 Contributions – But that does not mean the site is CURRENTLY suitable for this additional Housing. So I will revert back to SCC with regard to another proposed Development for 400 Homes in the Village, whilst this application is obviously considerably smaller the same issues are relevant to a lesser degree. Schools in the Local area are Detailed Below. None of these are within walking distance and will result in increased traffic movement by car to them.

Schools within 6 Miles of GU6 8HR- Surrey CC

<https://www.surreycc.gov.uk/schools-and-learning/schools/admissions/about-map/find-a-school>

<u>Loxwood Primary School (West Sussex) 1.84 mi</u> <i>No general intake at age 7+. School is not in Surrey.</i> Age range: Age 4 - 11 - Phase: Primary <u>Plaistow and Kirdford Primary School (West Sussex) 2.98 mi</u> <i>No general intake at age 7+. School is not in Surrey.</i> Age range: Age 4 - 11 - Phase: Primary <u>Rudgwick Primary School (West Sussex) 3.23 mi</u> <i>No general intake at age 7+. School is not in Surrey.</i> Age range: Age 5 – 11 - Phase: Primary <u>Glebelands School 4.23 mi</u> Address: Parsonage Road, Cranleigh, GU7 7AN Age range: Age 11 - 16 - Phase: Secondary <u>Cranleigh Church of England Primary School 3.24 mi</u> Address: Parsonage Road, Cranleigh, GU6 7AN Age range: Age 4 - 11 - Phase: Primary <u>St Cuthbert Mayne Catholic Primary School 3.31 mi</u> <i>No general intake at age 7+.</i> Address: St. Nicolas Avenue, Cranleigh, GU6 7AQ Age range: Age 4 - 11 - Phase: Primary	<u>Park Mead Primary 3.61 mi</u> <i>No general intake at age 7+.</i> Address: Park Drive, Cranleigh, GU6 7HB Age range: Age 4 - 11 - Phase: Primary <u>St Mary's CofE Aided Primary School, Godalming 4.78 mi</u> <i>No general intake at age 7+.</i> Address: Petworth Road, Chiddingfold, Godalming, GU8 4UF Age range: Age 4 - 11 – Phase: Primary <u>Ewhurst CofE Aided Infant School 4.93 mi</u> Address: The Street, Ewhurst, Cranleigh, GU6 7PX Age range: Age 4 - 7 - Phase: Infant <u>Slinfold CofE Primary School (West Sussex) 5.26 mi</u> <i>No general intake at age 7+. School is not in Surrey.</i> Address: N/A Age range: Age 4 - 11 - Phase: Primary
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CONCLUSION:

There are so many arguments as to why this development should not be granted in an unsustainable Village – but it seems to mean nothing DESPITE the Governments protestations that they will Build BIG - Near Urban Areas with Transport Infrastructure and facilities such as schools & health facilities. But Waverley's lack of a 5YHLS means the Tilted Balance (UNBALANCED) is always considered - so our Village will seemingly continue to take more and more residents. It doesn't seem to compute that we have a massive lack of Utility Infrastructure Including:

- Off -Grid from Gas therefore most rely on Expensive Oil for Heating or Calor Gas (equally expensive) and reliant on a limited number of Suppliers.
- Frequent Power failures or Fluctuations due to lack of supply – Makes Home-Working Un-reliable.
- Sewage Leakages on Peoples properties during heavy Rain.
- Frequent Drinking water Issues (Limited Supply, Brown/Brackish Water) Most now use Bottled Supplies.
- Very Limited Mobile Signals, It not only affects Phone Calls but access to App-Only Services such as Parking/ Online Payments.
- Most Landlines have been converted to Digital – therefore some people have No means of contacting Emergency Services during Power Outages, due to the aforementioned Mobile Signal.
- Internet is Mostly good for some – But due to the recent Developments Many of us on Fibre to the Home have been disrupted – We have a significant number of Self-Employed in the Village that rely on the Internet for Work.
- A series of Road Network improvements that were “Promised” by the Dunsfold Park Development that is now “shelved” – But many of the Appealed Planning Decisions noted above were GRANTED on. Our Road Infrastructure is not suitable for this increase from all the various Applications.
- A Bus Service that simply does Not work for those wanting to work in Guildford/Horsham – Shift workers etc..
- The Nearest Large Village – access is constantly an Issue due to Road/Utility Works – many have stopped going to Cranleigh – causing issues with the Businesses there and Local residents here.
- Health Facilities (As Above)
- Schools – (As Above)

I am sorry to say this, as it is a Personal Opinion – But I fear that as a Small (Including VOTING NUMBERS) and rather remote Village on the Furthest Eastern Boundary of Waverley – With NO National Designations – being a predominantly Rural Area (COUNTRYSIDE BEYOND THE GREENBELT)– we are afforded NO PROTECTION and are seen as easy pickings for Developers – as Agricultural Land is cheap to develop compared to developing on Brown or Gray field Sites close to Urban Areas where the costs to develop are significantly Higher. It is time someone realised that this Village can take no more and we need some sort of Protection.