

# Cranleigh Neighbourhood Plan site assessments

## N25 Land to south of Amlets Lane



### 1. Background information

Site location and use	
Site location	Land to south of Amlets Lane, GU6 7DH
Gross area (ha)	1.21 ha
SHLAA site ref (if applicable)	

Context	
Surrounding land uses	Green belt beyond Amlets Lane, mainly fields, some scattered larger housing
Is the site: <b>Greenfield</b> <b>Brownfield</b> <b>Mixture</b> <b>N/K</b>	<b>Greenfield</b>
Existing/previous use	Greenfield land
Site planning history <i>Have there been any previous applications for development on this land? What was the outcome?</i>	Whilst no applications submitted, the site has been the subject of pre-application discussions with planning officers in 2016 and 2017 – the site promoter is planning to submit site based on the lack of 5-year land supply at Waverley.

## 2. Availability

Availability		
	Yes/No	Comments
Is the site landowner(s) willing to submit the site for development (if known)? <i>If the site is not available for development, then do not proceed with the rest of the assessment</i>	Yes	Landowner is the sole owner of the site
Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies or operational requirements of landowners?	No	
Is there a known timeframe for availability?		Within five years

## 3. Suitability

Suitability		
Where is the site located in relation to the built-up area of the nearest settlement?	On the edge, adjacent to the settlement	
What is the size of the nearest settlement?	A main centre	Cranleigh Village
How would development of this site relate to the surrounding uses?	Neutral	The site is surrounded by green fields and poorly located to the village. There is, however, a new housing development currently being constructed to the east/south east of the site and this site would adjoin that.
How is the site currently accessed? Is it accessible from the highway network? Can the network support the potential level of traffic that would be created?	<p>A new vehicular/ pedestrian access would be required to be provided off Amlets Lane. The site promoter has undertaken an initial review which demonstrates that a priority T-junction can be taken from Amlets Lane. This would allow adequate junction spacing together with the required visibility splays.</p> <p>There is a development by Cala Homes in the process of being constructed to the east/south east of the site also accessed off Amlets Lane.</p> <p>It will be necessary to engage with Surrey CC Highways Team to determine whether the volume of traffic that the site will produce can be supported by the network.</p>	
Pedestrian accessibility to High Street?	The site is remote from the High Street. There are no pavements along Amlets Lane, which is a narrow rural road (national speed limit). There is an existing footpath that runs along the eastern boundary of the site but which falls outside the site itself. This footpath connects to the village.	
Environmental considerations		
What is the distance from the edge of the site to any of the following:	Distance	Comments

Sites designated as being of European importance <sup>1</sup>	<u>&gt;800m</u>	12,180m
Sites designated as being of national importance <sup>2</sup>	<u>&gt;800m</u>	4631m
Sites designated as being of local importance <sup>3</sup>	<u>400m-800m</u>	591m

Community facilities and services		
What is the distance to the following facilities (measured from the site centre):	Distance	Observations and Comments
Village / local centre / shop	<u>&gt;800m</u>	1,044m
Public transport (with at least a half hourly service during the day)	<u>400m-800m</u>	479m
School(s)	<u>&gt;800m</u>	Primary - 938m Secondary – 960m
Health centre facility	<u>&gt;800m</u>	1.268m
Open space/ recreation/play facilities	<u>&lt;400m</u>	368m
Does the site have the potential to provide additional open space/recreation/ community facilities?	<b>No – site is poorly located and too small</b>	The site is remote from the village and is too small to provide additional facilities to benefit the wider community.

Historical considerations		
Proximity of site to the following sites/areas:	Proximity	Comments
Archaeological sites	<u>Site is not on or adjacent to an archaeological site</u>	
Scheduled ancient monuments (SAMs)	<u>Site is not on or adjacent to a SAM</u>	
Listed buildings	<u>Site does not contain or adjoin a listed building</u>	
Conservation Area	<u>Site is not adjacent to or within the setting of a Conservation Area</u>	

<sup>1</sup> Special Areas of Conservation, Special Protection Areas, Ramsar sites

<sup>2</sup> Sites of Special Scientific Interest, Ancient Woodland

<sup>3</sup> Local Nature Reserves, Sites of Nature Conservation Importance

Other key considerations		
		Comments
What proportion of site is in fluvial flood risk zone 3 (highest risk)?	<u>&lt;25%</u>	0%
What proportion of site is in fluvial flood risk zone 2 (medium risk)?	<u>&lt;25%</u>	0%
Is the site at risk of surface water flooding?	No	No
What proportion of site is Grade 1 or 2 (highest value) agricultural land?	<u>&lt;25%</u>	0%
What proportion of site is Grade 3 (valuable) agricultural land?	<u>25%</u>	100%
Significant infrastructure crossing the site, i.e. power lines, pipelines?	No	None
Impact on Public Rights of Way (PROWs)	<u>None</u>	None

Physical characteristics	
Characteristics which may affect development on the site	Comments
Topography <i>Flat/plateau/steep gradient</i>	Flat
Landscape impact <i>Would development harm landscape character or setting?</i>	Amlets Lane is fairly narrow and very rural in character. The Green Belt boundary lies to the north of the Lane and there could be visual impact from the north. There is, however, a new housing development to the east/south east, which adjoins the settlement boundary and could unlock this area for development.

Other considerations	
Extent to which the site contributes towards other Neighbourhood Plan objectives	Comments
Will the site generate a significant amount of additional traffic travelling through the High Street?	<u>Possibly</u> Whilst there is a footpath that leads to the village centre, it is likely that the majority of movements to the village centre will be by car because of the remoteness of the site. With 9 dwellings proposed, this could represent at least two cars per dwelling, meaning that the site might generate an additional 18 cars.
Does the site have the potential to provide improved public parking to serve Cranleigh village?	<u>No potential and poorly located</u> The site is too remote from the village centre and does not have sufficient space.

Does the site have the potential to support commercial activities, including start-ups?	<b>No potential and no support by site promoter</b>	The site is poorly located and proposed purely for residential use.
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#### 4. Summary

Conclusions	
Site number/name:	N25, Land to south of Amlets Lane, Cranleigh
<i>Please tick a box</i>	
The site is appropriate for development	<input type="checkbox"/>
The site has minor constraints	x
The site has significant constraints	<input type="checkbox"/>
The site is unsuitable for development	<input type="checkbox"/>
Potential housing development capacity <i>(estimated as a development of 30 dwellings per hectare)</i>	12 dwellings
Estimated development timeframe	Within 1 year
Explanation/justification for decision to put forward site for consideration as a sustainable option	The site is adjacent to the village boundary and bounded to the north by Green Belt. It does however now adjoin a new development, which might enable a small development to be viable.
Infrastructure requirements? <i>e.g. highways, water, education</i>	All utilities infrastructure would need to be provided to serve the site.
Other issues?	None