

18. STRATEGIC SITES

- 18.1 In order to provide certainty of delivery, nine strategic sites are allocated in this Plan. Although there is no national definition, the Council considers a strategic housing site to be one that has the potential to deliver at least 100 additional homes. This is considered to provide a balance between certainty of delivery through the Local Plan and providing the opportunity for town and parish councils to allocate (should they wish) non strategic sites through their neighbourhood plans, in accordance with the target for parishes set out in Policy ALH1.
- 18.2 The following strategic sites are those assessed as deliverable or developable in the Land Availability Assessment 2016 and able to deliver at least 100 homes. As well as the site specific criteria within the policies in this chapter, other appropriate policies in this Local Plan should also be considered. In total, these strategic sites are expected to deliver around 4,450 homes over the whole plan period from 2013-2032. As of 1 April 2016, some 600 dwellings had already received planning permission on the sites, leaving about 3,850 homes to be delivered over the plan period. Of these 3,850 homes, it is expected that about 1,000 homes are capable of being delivered within the first five years following adoption of the plan.

Coxbridge Farm, Farnham

- 18.3 This 14 hectare site (ID 29 in the LAA) is located on the north side of West Street in Farnham, to the south west of the Chantry's housing estate. It comprises open fields with adjacent farm buildings to the south, several of which are Grade II Listed. A small part of the site is within Flood Zone 2 or 3. The site lies within 5km of the Thames Basin Heaths SPA as well as within 5km of Wealden Heaths I SPA. It is anticipated that this site would be delivered by 2026.

Policy SS1: Strategic Housing Site at Coxbridge Farm, Farnham

Land at Coxbridge Farm, Farnham, as identified on the Adopted Policies Map and on the plan below, is allocated for around 350 homes subject to the following:

- a) Safeguard and enhance the adjoining heritage assets at Coxbridge Farm.**
- b) The maintenance of, or provision of, appropriate landscaped buffers, including trees and hedgerows, particularly on the western boundary of the site where it meets open countryside;**
- c) The achievement of satisfactory access arrangements to the development, including from West Street.**
- d) Built development should be focused on the parts of the site at lowest risk of flooding (Flood Zone 1). A Flood Risk Assessment will be required given that part of the site lies within an area of identified high and medium flood risk.**



Land West of Green Lane, Badshot Lea, Farnham

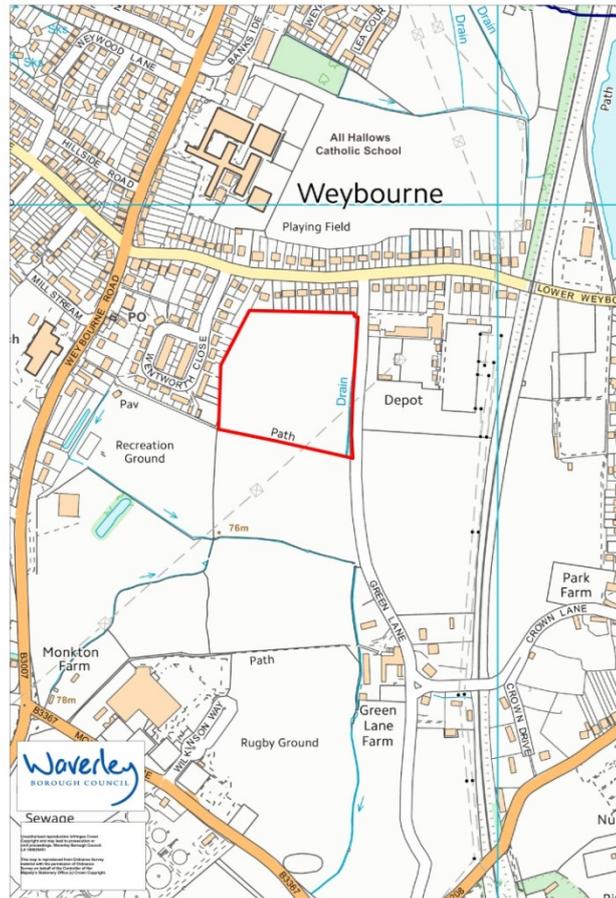
18.4 This 3.3 hectare site (part of ID 438 in the LAA) is located to the west of Green Lane, in the Weybourne area of Farnham. It is currently in agricultural use, with a public footpath running along the southern boundary of the site. The site lies within 5km of the Thames Basin Heaths SPA and part of the site is within the Farnham and Aldershot Strategic Gap. An electricity supply line crosses the south east corner of the site. The site is also within a Minerals Safeguarding Area, although Surrey County Council has indicated that it is unlikely that the working of this site would be feasible. It is anticipated that this site would be delivered by 2021.

Policy SS2: Strategic Housing Site at Land West of Green Lane, Farnham

Land to the west of Green Lane, Farnham, as identified on the Adopted Policies Map and on the plan below, is allocated for around 100 homes subject to the following:

- a) **The achievement of satisfactory access arrangements to the development from Green Lane and from the development to the adjoining footpath**
- b) **Associated highway improvements, for example at the junction of Green Lane with Lower Weybourne Lane to mitigate the effects of the development and to promote the use of Green Lane for walking and cycling only.**

- c) The potential for the incidental reuse or working of any underlying mineral resource during the development of the site should be demonstrated to the satisfaction of the mineral planning authority.



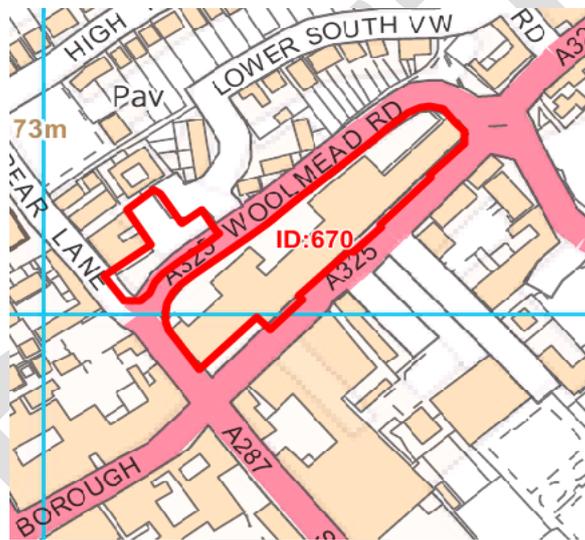
The Woolmead, Farnham

18.5 The Woolmead (ID 670 in the LAA), with a total area of 0.8 hectares, comprises two areas located in Farnham Town Centre. The main, larger area is encircled by Woolmead Road and East Street and comprises a mix of retail, office and residential uses dating from the 1960s. The smaller area lies to the north of Woolmead Road and is currently used for parking. The site lies within 5km of the Thames Basin Heaths SPA and is partly within an area of High Archaeological Potential. The main site is within the Farnham Air Quality Management Area. Both sites adjoin the eastern end of the Conservation Area. It is anticipated that this site would be delivered by 2021.

Policy SS3: Strategic Mixed Use Site at The Woolmead, Farnham

The Woolmead in Farnham Town Centre, as identified on the Adopted Policies Map and on the plan below, is allocated for a mix of uses including around 100 homes and 4,200 sq m of replacement retail floorspace subject to the following:

- a) Comprehensive redevelopment of this 'Gateway' site to create a landmark scheme.
- b) A built form that responds to the historic context of the area, protecting and enhancing the setting and significance of adjacent heritage assets including the Conservation Area to the west of the site.
- c) A built form that responds appropriately to neighbouring development, including that permitted upon the adjacent East Street site.
- d) An initial desk-based assessment of the archaeological value of the site and, where necessary, a field evaluation in accordance with paragraph 128 of the NPPF.



Land at Horsham Road, Cranleigh

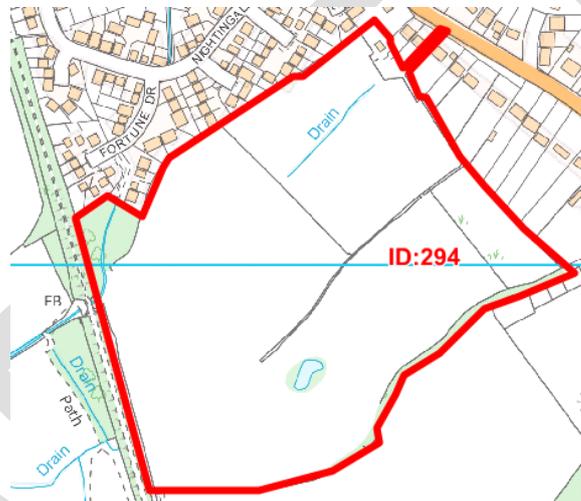
- 18.6 This 15 hectare site (ID 294 in the LAA), also known as 'The Chantrey's', is located to the west of Horsham Road, Cranleigh. It is currently in agricultural use. The Downs Link runs along the western boundary of the site.
- 18.7 The first phase of the development, comprising 149 units, was granted planning permission in January 2016. Phase 2 of the development has the potential to deliver a further 101 housing units but it is not considered suitable for housing development in isolation. In order to achieve sustainable development objectives the suitability of the 'Phase 2' land for development is predicated on the implementation of Phase 1. It is anticipated that this site would be delivered by 2021.

Policy SS4: Strategic Housing Site at Horsham Road, Cranleigh

Land at Horsham Road, Cranleigh, as identified on the Adopted Policies Map and on the plan below, is allocated for around 250 homes subject to the following:

- a) The protection and enhancement of existing trees, woodlands, hedgerows, ponds and ditches which make an important contribution to the character of the local area.
- b) Additional planting to enhance the character of, and reduce views into the site from, the Downs Link National Trail which abuts the western boundary of the site.
- c) Achievement of satisfactory access into the site from Horsham Road, and direct pedestrian access to the Downs Link.

Phase 2 of the development, for around 101 homes, must not commence until Phase 1 (for 149 homes) has been substantially completed.



Land South of Elmbridge Road and the High Street, Cranleigh

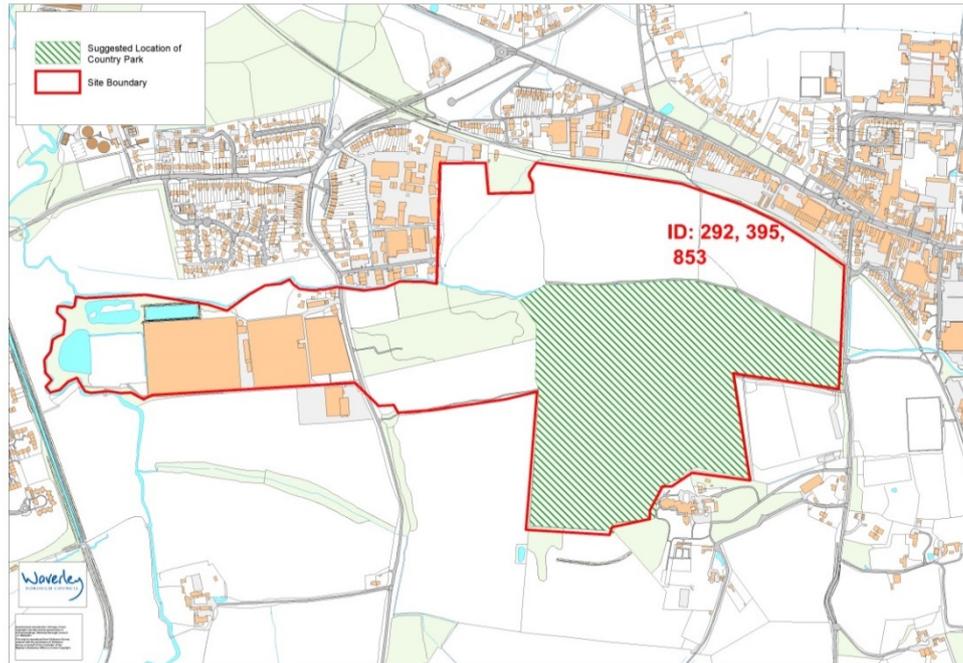
- 18.8 This 62 hectare site (IDs 292, 395 and 853 in the LAA) is located to the south of Elmbridge Road and the High Street, Cranleigh, between the Wey and Arun Canal in the west and Knowle Lane in the east. To the north east, the site is bounded by the Downs Link path. A public footpath crosses the entire site, from the Wey and Arun Canal close to the western boundary to Knowle Lane to the east. Current uses on the site include agriculture and horticultural glasshouses. There are also areas of Ancient Woodland and reservoirs. Parts of the site are affected by flooding.
- 18.9 This strategic site comprises three separately promoted sites, all of which have been the subject of recent planning applications. Planning permission for 425 dwellings on one of these sites, to the east of Alfold Road and west of Knowle Lane, was granted on 31 March 2016. It is considered that allocation of the three sites as a single strategic site would ensure that connectivity between the sites can be achieved and that they can be planned in a holistic way, providing direct access to the village centre and the necessary infrastructure. It will be important that the site is developed in a staged way, with the land closest to the village centre (to the east of Alfold

Road and west of Knowle Lane) built out first. It is anticipated that a comprehensive development of this site for housing and public open space would be delivered by 2021.

Policy SS5: Strategic Housing Site at Land South of Elmbridge Road and the High Street, Cranleigh

Land South of Elmbridge Road and the High Street, Cranleigh, as identified on the Adopted Policies Map and on the plan below, is allocated for around 765 homes and a country park subject to the following:

- a) **Built development should be focused on that part of the site at low risk of flooding (Flood Zone 1). A Flood Risk Assessment will be required given that part of the site lies within an area of identified high and medium flood risk. The Flood Risk Assessment and mitigation measures will be required to demonstrate safe access and egress from the site.**
- b) **An appropriate buffer zone being retained and managed alongside the Littlemead Brook and the Nuthurst Stream to meet Environment Agency requirements.**
- c) **The provision of a linear park along the public right of way and the provision of an appropriate landscaped buffer including trees and hedgerows particularly on the southern boundary of the site.**
- d) **On-site and offsite highway improvements and sustainable transport improvements, potentially including new access points onto Alfold Road and Knowle Lane and the provision of on site footways and cycleways linking to the Downs Link, the newly created Country Park, Cranleigh High Street, Snoxhall Fields and Elmbridge Village.**
- e) **Reservoirs occupying the western part of the site being retained and their amenity and ecological value enhanced.**
- f) **A holistic and integrated scheme for the whole site that maximises connectivity and delivers the necessary infrastructure and direct access into the village centre. The parts of the site closest to the village centre should be developed first.**



Land opposite Milford Golf Course, Milford

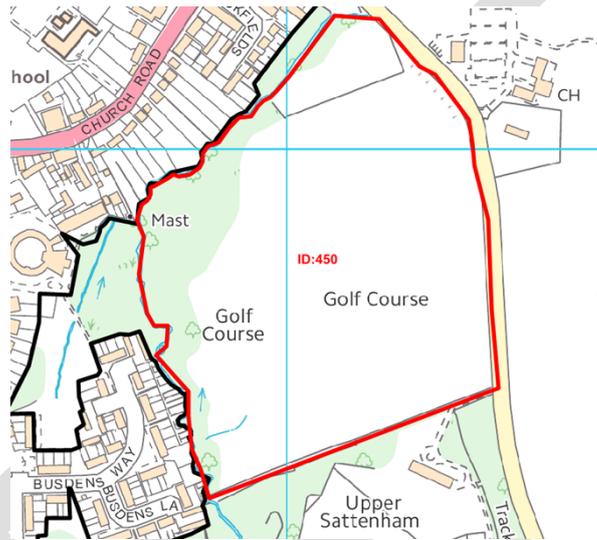
- 18.10 This 11 hectare site (ID 450 in the LAA) is located to the west of Station Lane and is currently part of Milford Golf Course. Part of the site is within Flood Zones 2 and 3 and the site lies within 5km of the Wealden Heaths I SPA. The site is currently within the Green Belt, although the Green Belt Review identifies the potential to inset Milford village within the Green Belt with an amended development boundary. The Council agrees with the Review finding that there is potential for development without significant harm to the designation. As the Green Belt boundary will be amended through Local Plan Part 2, it is anticipated that this site will be delivered between 2021 and 2026.
- 18.11 Development of the site will require capacity improvements at the Station Lane/Church Road junction and A3100/A286 roundabout to the north of the site.

Policy SS6: Strategic Housing Site at Land opposite Milford Golf Course

Land opposite Milford Golf Course, as identified on the Adopted Policies Map and on the plan below, is allocated for around 180 homes subject to the following:

- a) **Built development should be focused on the part of the site at low risk of flooding (Flood Zone 1). The development area must exclude the flood plain of the River Ock which forms the western boundary to the site. A Flood-Risk / Run-off Assessment will be required given that part of the site lies within an area of identified high and medium flood risk.**

- b) Satisfactory detailed access arrangements to the development should be achieved, for example from Station Lane.
- c) Sustainable transport measures, which may include on site footways and cycleways linking to the recreation space and Station Lane in the East and Church Road or Busdens Way to the West;
- d) The provision of a landscaped corridor along Station Lane and the provision of an appropriate landscaped buffer including trees and hedgerows on the southern boundary of the site.



Dunsfold Aerodrome

18.12 Dunsfold Aerodrome (ID 10 in the LAA) is a substantial site of 249 hectares located to the south west of Cranleigh and east of Dunsfold village, of which 86% is previously-developed land. It is not within the Green Belt or the Area of Outstanding Natural Beauty. The site currently contains a variety of uses, including aviation, as well as being a significant location for employment with over 100 businesses employing over 700 people.

18.13 The site was developed as an aerodrome during the Second World War. After the war, it was used for the development and manufacture of aircraft until BAe Systems vacated the site in 2002. In 2009, the Secretary of State rejected an appeal relating to a proposed new settlement at the site, comprising about 2,600 homes along other uses. The appeal was dismissed on the grounds of transport impacts and prematurity. However, much has changed since 2009. The objectively assessed need for housing has been assessed in the SHMA as 519 homes per annum, far above the South East Plan target for Waverley that applied at the time of the appeal. Secondly, national planning policy has changed, with the NPPF stating that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The loss of aviation activities was addressed in the appeal but was not one of the reasons given by the Secretary of State for its dismissal.

- 18.14 The owners of the site continue to promote it as an opportunity for mixed uses including between 1,800 and 3,400 new homes, new employment and other supporting uses. An outline planning application for a mixed use development at the site including 1,800 homes and an expanded business park was submitted in December 2015.
- 18.15 As explained in Chapter 5, much has changed since 2009, in particular the publication of the NPPF, which requires Local Plans to meet objectively assessed needs in full unless the impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole. It adds that developments that generate significant movements should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Although Dunsfold Aerodrome is in a relatively isolated location, it is considered that the benefits, such as the fact that there are no other large brownfield sites in Waverley that could make such a large contribution to meeting the assessed needs outweigh any concerns regarding the location of the site. The Council considers that subject to satisfactory highways mitigation, the benefits of redevelopment would outweigh the impacts and Dunsfold Aerodrome can deliver sustainable development.
- 18.16 Having tested the likely traffic impacts that would arise as a result of different levels of development, the Council considers that with appropriate mitigation (such as improvements to road junctions along the A281), a scheme of 2,600 homes can be substantially delivered sustainably within the plan period (to 2032). Dunsfold Aerodrome is therefore allocated as a strategic site for up to 2,600 homes, an expanded business park with around 26,000 sqm of new B Class floorspace, community facilities (including a primary school, a local centre, a medical centre and community centre) and open space.
- 18.17 The delivery of up to 2,600 homes will help to meet the identified housing need in the Borough, with a range of housing sizes, types and tenures having regard to the needs identified in the Strategic Housing Market Assessment.
- 18.18 The retention and expansion of the Dunsfold Business Park would deliver around 26,000 sqm of new B class employment floorspace. This will contribute towards meeting the economic development needs of the Borough and the overall objective of supporting the delivery of new and improved commercial premises in order to meet the needs of businesses in Waverley. This should comprise a range of new floorspace across the B Use Classes, with a range of unit sizes, including space that will appeal to start-up companies and small businesses.
- 18.19 A range of community facilities should be provided at the site, including a new district / local centre with a primary school (with a relocated Jigsaw School for children with autism in new and larger premises), a local centre with Class A1 (comparison and convenience) retail facilities as well as Class

A2 (office and professional services), Class A3 (restaurant/café use), Class A4 (drinking establishments) and Class A5 (hot food takeaways) to provide for the day to day needs of local residents, a new medical centre to provide healthcare for new residents, a community centre. A financial contribution will also need to be made, through a Section 106 agreement, to off-site secondary school provision. In addition, sufficient publicly accessible open space will need to be provided throughout the development, as well as strategic open space in the form of landscaped parkland. Sports pitches and play areas must be provided throughout the residential areas in accordance with Policy LRC1. A new canal basin to the Wey and Arun Canal should also be provided to facilitate/increase recreation use of the canal. The district / local centre must be designed in such a way that the facilities can be expanded in the event that the new settlement extends to 2,600 homes later in the plan period. For example, at 2,600 homes it is likely that the primary school will require 3 forms of entry.

- 18.20 In order to mitigate the traffic impacts of the development, a package of highway infrastructure and sustainable transport measures must be delivered in conjunction with the development of the new community. The main access into the site will be taken from the A281 via a new access road, and there will also need to be secondary access points for buses, emergency vehicles, pedestrians and cyclists.
- 18.21 In addition, a range of sustainable transport measures should be implemented, including improvements to local bus routes, travel plans for the proposed uses that set out a full range of measures to encourage sustainable transport choices, enhancement of the cycle route between the site and Cranleigh, a layout that encourages residents to walk and cycle and establishment of a car club on site for the residential and employment uses.
- 18.22 Work undertaken by the promoters in connection with their recent planning application for a mixed use scheme including 1,800 homes has found that there is a need to reinforce the existing utility infrastructure for electricity, gas, water and telecommunications to serve the development. These reinforcements will need to be made in a phased manner as the scheme progresses, to the satisfaction of the utility providers and the Council.
- 18.23 An anaerobic digestion facility was granted planning permission at the site in 2013 although this has yet to be built. This permitted facility is safeguarded under Surrey Waste Plan (SWP) Policy DC1 which safeguards all existing sites in waste use. Care should be taken to ensure that a sufficient buffer exists between this waste facility and any proposed allocation for housing to ensure there is no detrimental impact or constraint on the waste operation.
- 18.24 The site should be developed in a comprehensive manner, with a phasing plan to be agreed, so that homes, employment, facilities and open space are delivered in a gradual and logical manner across the whole development and that at each stage there is an appropriate level of infrastructure to support the development.

- 18.25 The Community Infrastructure Levy (CIL) Viability Assessment (2016) advised that given the significant scale of the development and the infrastructure that would be required, the most appropriate method of securing the required new and improved infrastructure would be through site specific planning obligations (Section 106 and 278 agreements).

Policy SS7: New settlement at Dunsfold Aerodrome

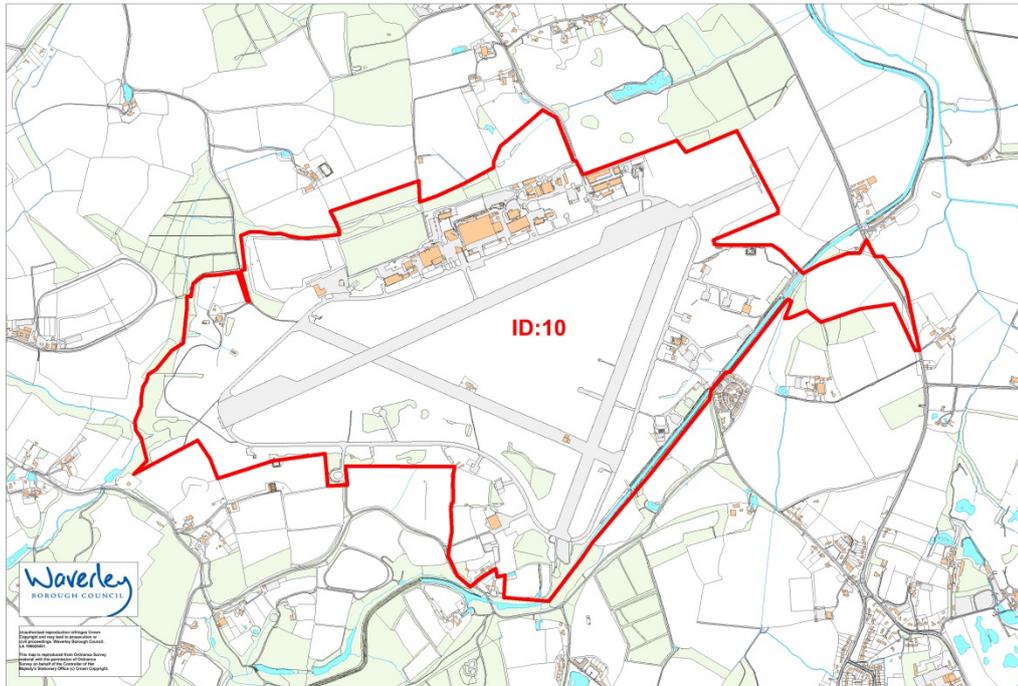
Dunsfold Aerodrome, as identified on the Adopted Policies Map and on the plan below, is allocated for mixed use strategic development to accommodate housing, employment and associated supporting uses.

The development should create a high quality, mixed use community with its own identity and character, forming a new settlement, with a range of community facilities and services, appropriate to a settlement of this size. The scheme should include:

- a) **Up to 2,600 homes to be delivered by 2032.**
- b) **An expanded business park with around 26,000 sq m of new employment (B Class) floorspace.**
- c) **A district / local centre providing -**
 - i. **At least 2,150 sq m gross floorspace with shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways (Use Classes A1 to A5) to provide for the day to day needs of residents, and**
 - ii. **Social infrastructure including a new primary school, which will additionally provide early education for two to four year olds, health facilities, and community facilities. A financial contribution will also need to be made to off-site secondary school provision.**
- d) **The provision of publicly accessible local and strategic open space, to include a managed Country Park of at least 103 Ha.**
- e) **Appropriate on and off site leisure facilities.**
- f) **A new canal basin to the Wey and Arun Canal.**
- g) **Land to be reserved on or adjoining the site for the provision of a museum reflecting the site's history as an aviation centre**
- h) **Public art to reflect the heritage of the site.**
- i) **Necessary highways improvements to mitigate the impact of the development on the surrounding road network.**
- j) **A package of sustainable transport measures to maximise opportunities for alternative forms of transport and to support alternatives to the private car.**
- k) **The reinforcement of existing utility infrastructure for electricity, gas, water and telecommunications to serve the development.**

- l) **An appropriate buffer between the permitted anaerobic digestion facility and any new housing development.**

The Council would expect a comprehensive masterplan to be produced to inform the delivery and phasing of the development.



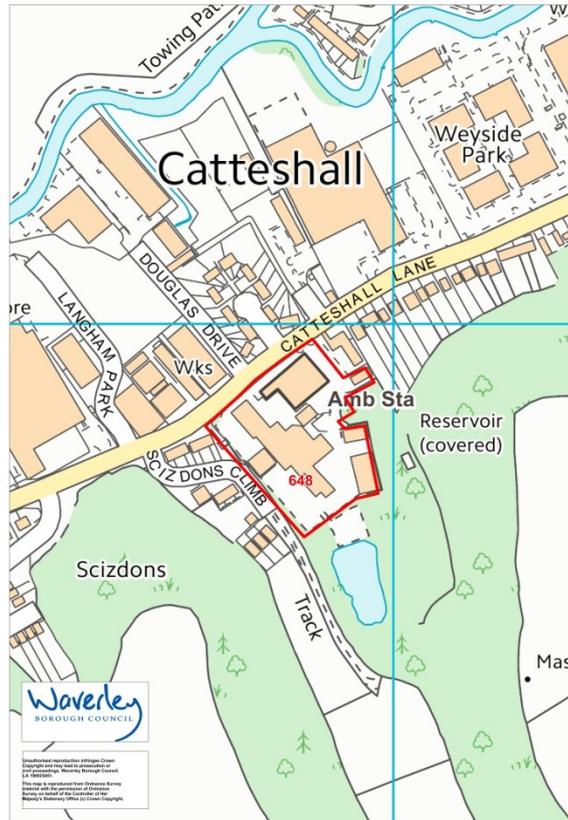
Land at Woodside Park, Catteshall Lane, Godalming

- 18.26 This 1.6 hectare site (ID 648 in the LAA) is located on the southern side of Catteshall Lane to the east of Godalming. It is currently in mixed light industrial / commercial use. Whilst part of the site lies within the Green Belt, given that the site is previously developed land it is considered that redevelopment proposals have the potential to constitute appropriate development within the Green Belt. Given previous uses as both a laundry and vehicle repair workshop there is potential for contamination to be found on site. The site lies within 5 km of the Wealden Heaths Phase I SPA. It is anticipated that this site would be delivered by 2021.

Policy SS8: Strategic Mixed Use Site at Woodside Park, Godalming

Land at Woodside Park, Godalming as identified on the Adopted Policies Map and on the plan below, is allocated for around 100 homes, community and employment uses subject to the following:

- a) **The appropriate mitigation being undertaken for any contamination which may be found on the site.**
- b) **The achievement of satisfactory detailed access arrangements to the development onto Catteshall Lane.**



Strategic Employment Site

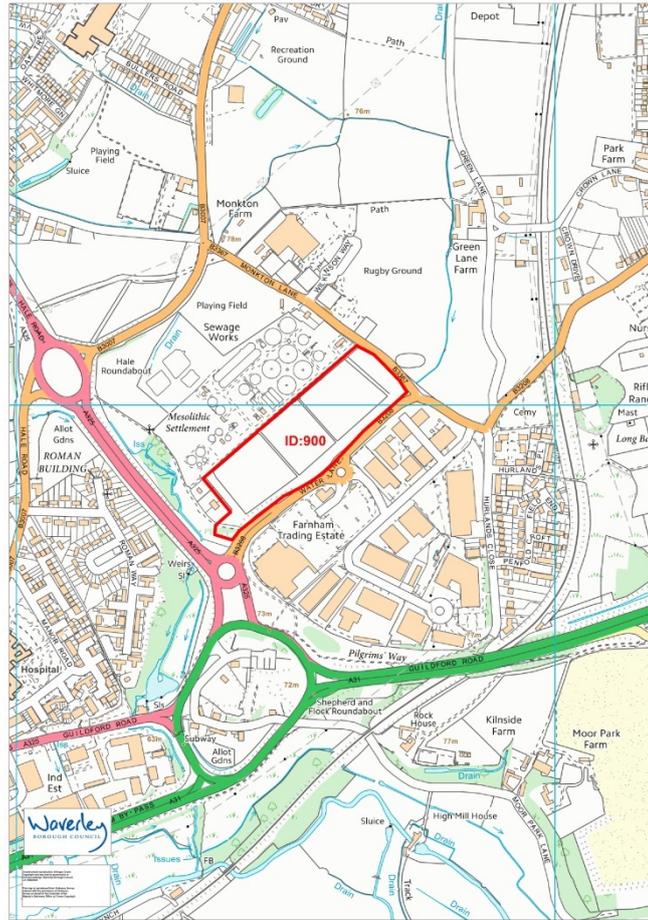
Land off Water Lane, Farnham

18.27 This 4.9 hectare site (ID 900 in the LAA) is located on the northern side of Water Lane opposite a supermarket on the eastern periphery of Farnham. It lies within an Area of Strategic Visual Importance. It is currently retained operational land in connection with the adjacent sewage treatment works, but has become surplus to requirements. This site is considered to be appropriate for employment (Class B) development. There is potential for contamination to be found on site.

Policy SS9: Strategic Employment Site on Land off Water Lane, Farnham

Land off Water Lane, Farnham, as identified on the Adopted Policies Map and on the plan below, is allocated for Class B employment uses subject to the following:

- a) The achievement of satisfactory access arrangements to the development, for example from the adjacent roundabout on B3208.
- b) The maintenance of a buffer screen along Monkton Lane.
- c) The appropriate mitigation being undertaken for any contamination which may be found on the site.



Delivery

The policies in this chapter will be delivered by:

- Decisions made on planning applications
- Any subsequent development briefs / masterplans.

Evidence

- The Land Availability Assessment 2016
- The Employment Land Review 2016
- Green Belt Review 2014
- Strategic Transport Assessment 2016
- Local Transport Assessments 2016
- Strategic Flood Risk Assessment 2016.