

Horley Design Guide

# Draft Supplementary Planning Document

SUSTAINABILITY APPRAISAL REPORT

Version prepared for  
Regulation 17 Consultation

September 2005

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# 1. SUMMARY AND OUTCOMES

## 1.1 Non-Technical Summary

- 1.1.1 The aim of the Sustainability Appraisal (SA) is to consider the emerging Horley Design Guide and consider its impact on social, economic and environmental objectives. The SA could determine whether the Horley Design Guide needs to be modified, either to improve the impacts on those objectives, or to reduce or mitigate any adverse impacts.
- 1.1.2 The Supplementary Planning Document (SPD) has been produced to provide extra guidance on and interpretation of policies for those preparing planning applications. The document covers the following themes:
- The Historic Environment
  - The Natural Environment
  - Drainage and Water Consumption
  - Neighbourhood Areas
  - Building Design Code
- 1.1.3 The main significant beneficial effects of the SPD affect the following Sustainability Appraisal objectives:
- **To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.** The SPD performs well against this objective because good design could enable health and well being to be improved.
  - **To reduce poverty and social exclusion.** The draft SPD will assist on overcoming exclusion.
  - **To create and maintain safer and more secure communities.** The draft SPD is utilising the opportunity to design-out crime.
  - **To minimise the harm from flooding.** The draft SPD performs well against this objective because the Horley Flood Risk Development Brief is a comprehensive approach to limiting the harm from flooding in the area.
  - **To ensure air quality continues to improve and noise/light production is reduced.** The draft SPD introduces a variety of measures that allow alternatives to the car, thereby improving air quality.
  - **To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.** The draft SPD performs very well against this objective because of the Riverside Green Chain, and accessibility to wider assets will be achieved through greater transport choice.

- **To reduce road congestion and pollution levels.** The draft SPD introduces a variety of measures which allow alternatives to the car
- **To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].** The transport and flooding considerations made in the draft SPD perform well against this objective.
- **Maintain low rates of unemployment and high levels of economic activity.** The draft SPD performs well against this objective because transport options make jobs more accessible to a wider labour base.
- **Provide for appropriate commercial development opportunities to meet the needs of the economy.** Again this objective is well met because of the transport options making services accessible.
- **To reduce waste generation and disposal, and achieve the sustainable management of waste.** The draft SPD has made provision for waste collection / recycling facilities.
- **To increase energy efficiency.** There is a general encouragement in the draft SPD to create energy efficient homes.

1.1.4 There are no overriding significant negative effects of this draft SPD on the Sustainability Appraisal objectives, however, smaller negative impacts may be incurred:

- **To make best use of previously developed land and existing buildings, encouraging sustainable construction.** The SPD places constraints on the achievement of this objective because the rigidity of the design code may make low impact design more difficult to achieve. There is an overall need for more prescription relating to sustainable construction and a need to check compliance with emerging codes and policy requirements

1.1.5 After appraising each SPD objective, an appraisal was carried out testing each of the SA objectives against the SPD as a whole. This process concluded with the following summary:

Bearing in mind the assumption that this development in Horley is a given, the draft SPD as a whole will ensure that a higher standard of sustainable development is achieved, than without the SPD. The appraisal highlights a number of areas where more definitive guidance is required, to ensure the predicted environmental impacts are minimised and, to achieve exemplar sustainable development.

1.1.6 This report concludes with a number of recommendations for amendments to the draft SPD, which will be taken into consideration when the adopted version is formulated. In addition the whole process is subject to a formal period of public consultation, the results of which will also be taken into account when finalising the document.

**1.2 Statement on the difference the process has made**

This will be addressed in the 'Statement of Sustainability Appraisal' – this will be published alongside the SPD on adoption.

**1.3 Amendments proposed to the draft SPD as a result of the SA**

A number of amendments to the draft SPD have been proposed, these are listed in section 7 (para. 7.1) of this report.

**1.4 Monitoring**

The Horley Design Guide Supplementary Planning Document will be monitored annually as part of the Annual Monitoring Report. This will be published in September every year.

**1.5 How to comment on this report**

Comments are invited during the statutory consultation period that runs from 30th September 2005 to 11th November 2005. The deadline for the receipt of responses is Friday 11th November 2005.

You are invited to send a written response or completed response form to:

Head of Policy and Community Initiatives  
Reigate & Banstead Borough Council  
Town Hall  
Reigate  
Surrey  
RH2 0SH

You can also e-mail comments to [LDF@reigate-banstead.gov.uk](mailto:LDF@reigate-banstead.gov.uk)

## **2. BACKGROUND**

### **2.1 Purpose of the Sustainability Appraisal and the Sustainability Appraisal Report**

2.1.1 Under the Planning and Compulsory Purchase Act 2004, Sustainability Appraisal (SA) is mandatory for a range of planning policy documents including Supplementary Planning Documents (SPD).

2.1.2 The purpose of SA is *“to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans. [It is] an iterative process that identifies and reports on the likely significant effects of the plan and the extent to which the implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined”* (ODPM, 2004)

2.1.3 Consequently, this SA report sets out the predicted implications for sustainable development of the guidelines set out in the Horley Design Guide. The report does not pre-judge which guidelines should be included or excluded. It will however help those that prepared the guide, the Council as the body who will ultimately adopt the guide, as well as anyone wishing to comment on the consultation draft, about whether the guidelines support or conflict with sustainability objectives. It recommends if the guidelines should be modified in any way.

### **2.2 Plan Objectives and outline**

2.2.1 The Draft Horley Design Guide SPD has been produced by the Borough Council under the Local Development Scheme primarily to provide extra guidance for those preparing planning applications for the new neighbourhoods in Horley. It will be subject to public consultation and then considered by the Council for adoption. If adopted it will then be taken into account as a material consideration in the determination of planning applications.

2.2.2 It supplements the appropriate sections of the policies and proposals contained in the Reigate and Banstead Borough Local Plan 1994 First Alterations 2005 (BLPFA), and the more general guidance in the Borough-wide “Local Distinctiveness Design Guide” published in 2004.

2.2.3 The statutory documents relating to the provision of some 2,600 dwellings in Horley comprise a Written Statement of Policies and a Proposals Map.

2.2.4 By their very nature, neither of these is fully capable of describing and defining the form, layout, character and quality of development that the Borough Council is seeking in Horley. This Supplementary Planning Document aims to provide such detail, together with additional guidance not provided by the planning policy documents.

2.2.5 A previous version of this draft Design Guide was the subject of public consultation alongside the statutory Local Plan policy documents in 1999. This version of the Guide remains a draft, but has evolved from the 1999 consultation process and is now published as one of the draft Local Development Scheme documents for public consultation.

**2.2.6 The SPD covers the following themes:**

The Historic Environment  
The Natural Environment  
Drainage and Water Consumption  
Neighbourhood Areas  
Building Design Code

**2.2.7 The SPD objectives are:**

- to assist in the production of new development reflecting the local distinctiveness of traditional settlements in the area
- to encourage the use of design elements and materials in a homogeneous way,
- to avoid arbitrary design changes within the street scene
- to encourage sustainable transport by securing a form of development where the car is subservient to pedestrians and cyclists and where traffic speed is controlled by design rather than by regulation
- to resist standardised layouts which incorporate a high proportion of closed cul-de-sac development heavily dependent on car usage
- to secure good accessibility to local facilities to minimise trips, and to the Fastway high quality bus service for trips to more distant destinations
- to ensure that development embodies other sustainability principles by minimising its adverse impact on the environment, both in visual terms and in relation to drainage, recycling, energy and water consumption
- to secure a form of development which conforms with the Flood Risk Development Brief for Horley
- to achieve high standards of safety

**2.2.8 Characteristics of the areas likely to be affected by the SPD**

The Reigate & Banstead SA and SEA Scoping Report contains detailed information regarding the current state of the Borough, in

environmental, social and economic terms. The baseline data in the Scoping Report is borough wide, however, particularly relevant information (e.g. flood risk maps) is broken down into separate areas including Horley. (See section 4 of the Scoping Report for baseline data, available online. [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk))

## 2.3 Compliance with Strategic Environmental Assessment (SEA) Directive

- 2.3.1 This SA takes account of the full range of planning guidance and complies with the requirements of:
- The Planning and Compulsory Purchase Act 2004; and
  - The Environmental Assessment Regulations 2004 for Plans and Programmes which incorporates European Directive 2001/42/EC
- 2.3.2 Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment (the 'SEA Directive') was adopted in 2001. The Directive applies to a range of UK plans and programmes whose preparation began after 21<sup>st</sup> July 2004, or whose formal adoption is not complete by 21<sup>st</sup> July 2006.
- 2.3.3 The SEA Directive requires the Environmental Report, to identify, describe and evaluate *"the likely significant effects on the environment of implementing the plan or programme...and reasonable alternative"* (Article 5.1). The Environmental Report is also required to include information that may *"reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme [and] its stage in the decision-making process"* (Article 5.2).
- 2.3.4 The consultation paper 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks' (ODPM, September 2004) states that the Environment Report:  
*"should be included within the SA Report covering effects other than those on the environment. The SA Report must clearly show that the Directive's requirements in relation to the Environment Report have been met through sign-posting the place or places in the SA Report where the information required by the Directive is provided"*
- 2.3.5 Table 1 (appendix A) shows the locations in this report that have the information specified in Annex 1 (Information to be provided under article 5(1)) of the Directive.

### 3. APPRAISAL METHODOLOGY

#### 3.1 Approach to the Sustainability Appraisal

- 3.1.1 Stage 1 of the SA process was the preparation of a Scoping Report; this was issued for consultation in June 2005 to the four statutory consultees (English Nature, English Heritage, The Countryside Agency and the Environment Agency), Surrey County Council and other bodies the council considered able to offer useful comment.
- 3.1.2 The Borough Council has been working with other Surrey Districts and Surrey County Council (SCC) in order to develop a common methodology, set of objectives and indicators. The four statutory consultees have been involved in the process through attendance at SA workshops organised by SCC. Account has also been taken of the guidance issued by the Environment Agency, English Nature and the Royal Society for the Protection of Birds.
- 3.1.3 It is considered that this method of planning authorities and statutory consultees jointly working through the process facilitates proper consideration of sustainability issues beyond administrative and subject boundaries. It also represents an efficient and effective use of resources. A further benefit is to build upon local knowledge and provide mutual verification of the process.
- 3.1.4 A set of sustainability objectives have been based on the sustainability issues affecting the Borough, the SA objectives contained in the Integrated Regional Framework, and the joint working with other Surrey Districts and statutory organisations.
- 3.1.5 When considering the criteria in the appraisal, an impact rating was allocated indicating whether or not the document is meeting the regionally agreed sustainability objectives. The key to the impact rating is set out in table 2 below.

**Table 2. Key to Impact Rating**

--	Substantial negative impact
-	Negative impact
0	Neutral
?	Uncertain or insufficient information on which to determine.
+	Positive effect

++	Substantial positive effect
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### **3.2 When the Sustainability Appraisal was carried out**

3.2.1 The SA of the Horley Design Guide SPD was carried out during August 2005.

### **3.3 Who carried out the Sustainability Appraisal?**

3.3.1 The Sustainability Appraisal was carried out by:  
Joanne Capper – Senior Policy Officer (Planning), R&BBC  
Raymond Dill – Environmental Initiatives Officer, R&BBC  
Caroline Keogh – Policy Officer (Planning), R&BBC

### **3.4 Who was consulted, when and how?**

3.4.1 Consultation on the SA and SEA of the Local Development Framework Preliminary Scoping Report began in June 2005. Responses were invited from the four statutory consultees (English Nature, English Heritage, The Countryside Agency and the Environment Agency), Surrey County Council and other bodies the council considered able to offer useful comment. Due to the technical nature of the document the range of consultees was limited, however the document was made available to the general public via the Council's website.

3.4.2 Consultation on the scoping report closed on 29<sup>th</sup> July 2005 and responses were received from 6 consultees. These responses and recommendations were taken on board when revising the Scoping Report e.g. the reference to additional plans, programmes and strategies.

3.4.3 This SA report will be made available alongside the Draft SPD during consultation from 30<sup>th</sup> September 2005 until 11<sup>th</sup> November 2005.

3.4.4 Consultation information on the Draft SPD can be found in the Consultation Statement, available online. [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk)

## 4. SA OBJECTIVES, BASELINE & CONTEXT

### 4.1 Links to other strategies, plans and programmes and sustainability objectives

4.1.1 Listed in appendix B are the plans, programmes and strategies that have been considered to influence the formation of the sustainability objectives and consequently have a bearing on the formation of LDF policies. Reviews have been carried out for guidance at the international, national, regional, county and local level to identify relevant sustainability objectives, targets and any specific requirements. They are outlined in more detail in Annex 1 of the R&BBC Preliminary Scoping Report.

4.1.2 A number of these strategies, plans and programmes were particularly influential in carrying out the SA, they were:

Planning Policy Statement 1: Delivering Sustainable Development (2005)

Surrey Structure Plan (Dec 2004)

Surrey Design Guide

### 4.2 Description of the social, environmental and economic baseline characteristics and the predicted future baseline.

4.2.1 The description of the social, environmental and economic baseline characteristics and the predicted future baseline can be found in section 4 of the Sustainability Appraisal Scoping Report.

### 4.3 Difficulties in collecting data and limitations of the data.

4.3.1 No new data collection was undertaken as part of this appraisal.

### 4.4 Main social, environmental and economic issues and problems identified.

4.4.1 Reigate and Banstead Borough Council identified the key sustainability issues in the SA Scoping Report. The table below provides a summary of these issues.

#### *Summaries of Reigate and Banstead Borough Key Sustainability Issues*

Social	
Environmental	<ul style="list-style-type: none"><li>○ Traffic congestion</li><li>○ Poor Air quality</li><li>○ Noise and light pollution</li><li>○ High car ownership / use</li><li>○ Spatial constraints</li></ul>

Economic	<ul style="list-style-type: none"> <li>○ Labour shortage</li> <li>○ Commuting</li> </ul>
Natural Resources	<ul style="list-style-type: none"> <li>○ Increasing ecological footprint</li> <li>○ Waste growth</li> <li>○ Water demand / supply tightly balanced</li> <li>○ High phosphates / nitrates in rivers</li> <li>○ Insufficient energy efficiency in housing</li> <li>○ Negligible production/use of renewable energy</li> </ul>
Social	<ul style="list-style-type: none"> <li>○ Insufficient Affordable Housing</li> <li>○ Homelessness</li> <li>○ Lack of extra-care housing</li> <li>○ Growing inactivity</li> <li>○ Fuel poverty</li> <li>○ Areas/pockets of deprivation</li> <li>○ Flood risk</li> </ul>

## 5. SAVED POLICIES AND SPD OBJECTIVES

### 5.1 Objectives and Contents of the draft SPD

The key objectives of the Horley Design Guide are to encourage delivery of the following:

- to assist in the production of new development reflecting the local distinctiveness of traditional settlements in the area
- to encourage the use of design elements and materials in a homogeneous way,
- to avoid arbitrary design changes within the street scene
- to encourage sustainable transport by securing a form of development where the car is subservient to pedestrians and cyclists and where traffic speed is controlled by design rather than by regulation
- to resist standardised layouts which incorporate a high proportion of closed cul-de-sac development heavily dependent on car usage
- to secure good accessibility to local facilities to minimise trips, and to the Fastway high quality bus service for trips to more distant destinations
- to ensure that development embodies other sustainability principles by minimising its adverse impact on the environment, both in visual terms and in relation to drainage, recycling, energy and water consumption
- to secure a form of development which conforms with the Flood Risk Development Brief for Horley
- to achieve high standards of safety

### 5.2 Previous appraisal of saved policy Hr 2

#### Quality and Sustainable Development Policy Hr 2

To ensure that the development is built of high quality and best sustainable development principles through compliance with the Horley Design Guide.

Environmental Impact Criteria	Impact	Commentary
GLOBAL SUSTAINABILITY		
Transport energy efficiency: trips	✓?	There should be more explicit reference within Neighbourhood Plan preparation objectives directed towards reducing the need to travel.
Transport energy efficiency: modes	✓	Central to the design guide is objectives which ensure the car is subservient to alternative means of transport
Built environment, energy efficiency and conservation	✓?	Specific guidance on energy consumption is present, but is not all encompassing
Natural habitats and species diversity	✓	Additional tree-planting and the introduction of new watercourses will tend to increase biodiversity
NATURAL RESOURCES		
Air quality	✓	Specific measures to encourage alternative use to the car is likely to improve air quality

Water quality and conservation	✓	Water reuse measures are included, not only as a means to conserve water, but also as a mitigating measure against flooding
Land and soil quality	-	A large land-take will occur, but the policy aims to reduce the impact by improvement to environmental stock elsewhere e.g watercourses, ponds
Use of resources and waste production	-	Recycling will be encouraged by specific collection facilities/standards; specific building material requirements eg slate, have a negative environmental impact. However, future recycling of building materials is being facilitated.
LOCAL ENVIRONMENTAL QUALITY		
Open space quality	X?	Open landscape will be taken, but will be replaced by provision of alternative Open Spaces eg. Allotment sites
Open space accessibility	✓?	Open space accessibility will increase as a result of Aopening up≡ the Green Chain. Accessibility standards for certain areas e.g. allotments need to be a focus of attention
Cultural heritage	✓	Local distinctiveness will be preserved as a result of the policy
Urban environment and building design	✓	The urban environment is likely to be enhanced by the policy

SUSTAINABILITY MATRIX: towards building sustainable communities	
strengthening regional and local economies	✓
meeting people=s social needs: promoting better health, housing and access to services and recreation	✓
improving local surroundings: revitalising town centres, tackling degraded urban environments, and ensuring that development respects the character of our countryside	✓
educing crime and fear of crime	✓
addressing problems of poverty and social exclusion in the most deprived communities	✓
making it easier for people to get involved in their communities	✓

### 5.3 Consideration of alternatives - SPD or no SPD

This Supplementary Planning Document has been written under the assumption that the new developments in Horley are going ahead. Given that the developments will happen, the SPD is better than no SPD as it intends to provide a more detailed level of guidance than is currently available. Without such a detailed level of guidance there is a risk of an inconsistent approach to design principles.

The Horley Design Guide SPD will have a positive impact on new developments in Horley, and thereby mitigating any potential negative impacts on Horley as a whole.

## 6. SUSTAINABILITY OBJECTIVES

6.1 The Sustainability Objectives that the guidelines are to be tested against are set out below:

### **Social Progress that recognises the needs of everyone**

1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.
3. To reduce poverty and social exclusion.
4. To create and maintain safer and more secure communities.
5. To minimise the harm from flooding.

### **Effective protection of the environment**

6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.
7. To reduce land contamination and safeguard soil quality and quantity.
8. To ensure air quality continues to improve and noise/light production is reduced.
9. To conserve and enhance biodiversity within the plan area.
10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.
11. To reduce road congestion and pollution levels.
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].

### **Maintenance of high and stable levels of economic growth**

13. Maintain low rates of unemployment and high levels of economic activity.
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].
16. Balancing the needs for employment and housing to reduce the need to travel.

### **Prudent use of natural resources**

17. To reduce the global, social and environmental impact of consumption of resources.
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.

19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.
20. To increase energy efficiency.
21. To increase the production and use of renewable energy/fuels.

## 7. RESULTS & IMPLEMENTATION

### 7.1 Results

Below are the results for the Sustainability Appraisal carried out on an overview of the draft SPD. An SA was carried out on each individual draft SPD objective; the results of this can be seen in Appendix C.

<b>Policy / Sustainable Development Objective text:</b> Overview of the SPD		
<b>1 SA Objective</b>	<b>Assessment</b>	<b>Comments\Proposed Mitigation</b>
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	?	Applying the design principles to affordable housing must be required, but should not question the viability.
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	+	Good design could enable health and well being to be improved, however, the draft SPD could give further guidance on how the needs of the whole population are met e.g. Lifetime Homes Standards.
3. To reduce poverty and social exclusion.	+	The draft SPD will assist in overcoming exclusion. Could be further guidance on achieving full integration.
4. To create and maintain safer and more secure communities.	+	The SPD is utilising the opportunity to 'design out' crime and reduce fear of crime, however, it could reflect new opportunities to create shared street environments safe for all. It should make reference to CCTV provision and could refer to fire safety e.g. sprinkler systems.
5. To minimise the harm from flooding.	+	The Horley Flood Risk Development Brief is a comprehensive approach to limiting the harm from flooding in the area. The realised benefits will depend on rigorous implementation, including its application to smaller sites.

6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	?	Although many sustainable resource issues have been individually addressed, the guidance needs to cross-refer with emerging codes / policies relating to sustainable construction to ensure comprehensive coverage e.g. use of low environmental impact materials. PDL is not applicable because the majority of the development is Greenfield.
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	There is no known land contamination therefore this objective is not relevant.
8. To ensure air quality continues to improve and noise/light production is reduced.	+	The draft SPD introduces a variety of measures that allow alternatives to the car to be taken, thereby improving air quality. Care needs to be taken to ensure that car travel is not allowed to predominate. Could be more guidance regarding specific factors that might contribute to noise/light pollution.
9. To conserve and enhance biodiversity within the plan area.	?	The draft SPD needs to address local biodiversity interests and how these are taken into consideration in development.
10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	+	Provision of the Riverside Green Chain and access to it will provide additional opportunities for enjoyment of the urban fringe. Accessibility to wider assets will be increased by improved transport choice. Design that respects the local character can help enhance the historic context.
11. To reduce road congestion and pollution levels.	+	The draft SPD introduces a variety of measures that allow alternatives to the car to be taken. Greater attention to detail will ensure that alternative transport facilities are well used.
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	+	Considerations relating to transport and flooding have been well made. However, the draft SPD needs to ensure that the built environment and wider infrastructure are adapted to meet the rigours of a changing climate.
13. Maintain low rates of unemployment and high levels of economic activity.	+	Transport options make jobs accessible to a wider labour base.

14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	+	Transport options make services accessible. The focus of the draft SPD is primarily in the design of the residential built environment; it should clarify that it equally applies to commercial and community development. There should be an additional objective and section relating to commercial development, incorporating the guidance on home-based employment.
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	There will be little additional commercial development therefore the objective is not relevant.
16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	As the development does not incorporate a significant amount of employment, this objective is largely not relevant. However, a section relating to commercial development, including home-working, (see objective 14) would make this objective relevant and result in a positive assessment.
17. To reduce the global, social and environmental impact of consumption of resources.	+	Further attention is required regarding the impact of construction materials and practices.
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	+	Waste collection facilities need to be comprehensive and flexible to adapt to increasingly stringent targets related to recycling and re-use in the longer term.
19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	+	The increasing scarcity of water in the South East needs to be fully addressed. Rainwater re-use guidance should be strengthened to promote more substantial measures.
20. To increase energy efficiency.	+	There is general encouragement in the draft SPD to create energy efficient homes. However, could seek to encourage standards of energy efficiency that extend beyond the statutory minimum.
21. To increase the production and use of renewable energy/fuels.	?	Need for further design guidance on sensitive introduction of micro-generation and local opportunities to produce and use renewable fuels.

Summary: Bearing in mind the assumption that this development in Horley is a given, the draft SPD as a whole will ensure that a higher standard of sustainable development is achieved, than without the SPD. The appraisal highlights a number of areas where more definitive guidance is required, to ensure the predicted environmental impacts are minimised and, to achieve exemplar sustainable development.

## 7.2 Recommendations

The Sustainability Appraisal resulted in the following amendments being proposed:

### **Social Progress that recognises the needs of everyone**

- The draft SPD could give further guidance on how the needs of the whole population could be met e.g. Lifetime Homes Standards.
- There could be further guidance on achieving full integration, and avoiding social exclusion. Building affordable housing to the same design standards.
- The high design standards should not impact on the affordability of maintenance and replacement e.g. timber windows.
- There should be a reference to CCTV provision (link to Horley Infrastructure provision SPD) and could refer to fire safety e.g. sprinkler systems.
- A greater reduction of speed limits should be considered, i.e. 10mph for residential roads in line with Homezone guidance, and 20 mph on local distributor roads.
- Full consideration should be given to rainwater storage as opposed to soakaways; this could extend to minor development e.g. water butts allied to extensions.

### **Effective protection of the environment**

- Could be more guidance regarding specific factors that might contribute to noise / light pollution, e.g. street lighting.
- The draft SPD needs to address local biodiversity interests and how these are taken into consideration in development.
- The draft SPD needs to ensure that the built environment and wider infrastructure are adapted to take into account climate change e.g. raised access roads to ensure access is maintained for emergency services in extreme weather conditions.
- 2m footways need to be wider to allow shared use by cyclists and pedestrians.
- Cycle / pedestrian network needs to link to the urban fringe.
- Guidance should be made on the mitigation for the severance of habitats

### **Maintenance of high and stable levels of economic growth**

- There should be an additional objective and section relating to commercial development, incorporating the guidance on home-based employment.

### **Prudent use of natural resources**

- The guidance needs to cross-refer with emerging codes / policies relating to sustainable construction to ensure comprehensive coverage e.g. use of low environmental impact materials, re-use and recycling of building materials. Ideally there should be a new section.
- Recycling facilities (bring-sites) need to be comprehensive and flexible to be able to adapt to increasingly stringent targets.
- The draft SPD should require developers to install rainwater harvesting.
- The draft SPD could encourage standards of energy efficiency that extend beyond the statutory minimum.
- There is a need for further design guidance on the sensitive introduction of micro-generation and local opportunities to produce and use renewable fuels.
- The guide should promote the use of reclaimed / recycled material for street furniture.

## **7.3 Proposals for Monitoring**

The Horley Design Guide Supplementary Planning Document will be monitored annually as part of the Annual Monitoring Report. This will be published in September every year.

## APPENDIX A

Table 1 shows the locations in this report that have the information specified in Annex I (Information to be provided under Article 5(1))

**Table 1. Meeting the requirement of the SEA Directive**

<i>REQUIREMENT OF SEA DIRECTIVE</i>	<b>SECTION OF REPORT</b>
(a) An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	1, 2.2, 4.1, appendix B
(b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	4.4.1, 5.3
(c) The environmental characteristics of areas likely to be significantly affected	2.2.8, scoping report section 4
(d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Scoping report section 4
(e) The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation	4.1, appendix B
(f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors	7, appendix C
(g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	7, appendix C
(h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment	3, 5.3

was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	
(i) A description of the measures envisaged concerning monitoring in accordance with Article 10	7.3
(j) A non-technical summary of the information provided under the above headings	1.1

## APPENDIX B

Listed below are the plans, programmes and strategies that have been considered to influence the formation of the sustainability objectives and consequently have a bearing on the formation of LDF policies.

<b>INTERNATIONAL</b>
The Johannesburg Declaration on Sustainable Development
European Spatial Development Perspective (97/150/EC)
European Habitats Directive (Special Areas of Conservation (SACs)) (92/43/EEC)
European Birds Directive (79/409/EEC)
European Nitrates Directive
European Air Quality Directive
European Water Framework Directive (2000/60/EC)
European Waste Framework Directive
European Environmental Impact Assessment Directive (97/11/EC)
European Strategic Environmental Assessment Directive (2001/42/EC)
European Energy Performance of Buildings Directive (2002/91/EC)
European Noise Directive (2001/14/EC)
Aarhus Convention 1998 (UN Economic Commission for Europe (UNECE) Convention on Access to Information, Public Participation in Decision- Making and Access to Justice in Environmental Matters
European Union Sixth Environmental Action Plan (2001)
Kyoto Protocol on Climate Change
United Nations Convention on Human Rights

<b>NATIONAL</b>
UK Sustainable Development Strategy (May 1999)
Sustainable Communities Plan
Urban White Paper
Rural White Paper (2000)
UK Biodiversity Action Plan (1994)
Working with the grain of nature: A Biodiversity Strategy for England (October 2002)
Rural Strategy (2004)
Farming and Food Strategy
Energy White Paper
National Air Quality Strategy
Aviation White Paper - The Future of Air Transport
10 Year Transport Plan (2000)

White Paper on The Future of Transport: a network for 2030 (July 2004)
UK Climate Change Programme
Water Act 2003
Waste Strategy for England and Wales (2000)
The Historic Environment: A Force for our Future
Planning Policy Statement 1: Delivering Sustainable Development (2005)
Planning Policy Guidance 2: Green Belts (1995)
Planning Policy Guidance 3: Housing (2000; Paras. 18, 36, 42a & Annex B updated 2005)
Circular 6/98 Planning and Affordable Housing
Planning Policy Guidance 4: Industrial & Commercial Development and Small Firms (1992)
Planning Policy Statement 6: Planning for Town Centres (March 2005)
Planning Policy Statement 7: Sustainable Development in Rural Areas (2004)
Planning Policy Guidance 8: Telecommunications (2001)
Planning Policy Guidance 9: Nature Conservation (1994) (PPS9 is at draft stage)
Planning Policy Guidance 10: Planning and Waste Management (1999) (PPS10 is at draft stage)
Planning Policy Statement 12: Local Development Frameworks (2004)
Planning Policy Guidance 13: Transport (2001)
Planning Policy Guidance 14: Development on Unstable Land
Planning Policy Guidance 15: Planning and the Historic Environment (1994)
Planning Policy Guidance 16: Archaeology and Planning (1990)
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2003), and Companion Guide: Assessing Needs and Opportunities
Planning Policy Guidance 18: Enforcing Planning Control (1991)
Planning Policy Guidance 19: Outdoor Advertisement Control (1992)
Planning Policy Guidance 21: Tourism (1992)
Planning Policy Statement 22: Renewable Energy (2004) and Companion Guide
Planning Policy Statement 23: Planning and Pollution Control (2004)
Planning Policy 24: Planning and Noise (1994)
Planning Policy Guidance 25: Development and Flood Risk (2001)
Circular 1/94 - Gypsy Sites and Planning (new draft circular November

2004)

Circular 22/91 - Travelling Show People

**REGIONAL**

Draft South East Plan (Jan 2005)

Regional Planning Guidance for the South East (RPG9, 2001)

Regional Transport Strategy (2004)

Regional Housing Strategy

Regional Economic Strategy (2002)

Regional Waste Strategy (draft 2004)

Regional Strategy for Energy Efficiency and Renewable Energy  
2004

Integrated Regional Framework (2004)

Social Inclusion Statement (SEERA and Partners, 2002)

Action for Biodiversity in South East England (SE England  
Biodiversity Forum, 2001)

The Cultural Cornerstone: A Strategy for the development of  
cultural activity & its benefits in the South East (June 2001)

The Cultural Agenda: realising the cultural strategy of the South  
East (November 2002)

**COUNTY**

Surrey Structure Plan (Dec 2004)

Surrey 2020 - Community Strategy for Surrey

Surrey Hills Area of Outstanding Beauty Management Plan

Surrey Economic Development Action Plan

Surrey Education Service Strategy

Surrey School Organisation Plan 2003/4 - 2008/9

Surrey's Medium Term Strategy for Adults and Community Care

Surrey Biodiversity Action Plan

Surrey Cultural Strategy

Surrey Local Government Association Key Worker Strategy -  
Housing to underpin economic success

Surrey Economic Partnership (SEP) Economic Strategy

Surrey Heritage Strategy

Surrey Local Transport Plan

Surrey Minerals Local Plan

Surrey Rural Strategy

Surrey Sports Strategy

Surrey Waste Local Plan

Parking Strategy for Surrey (2003)

Surrey Draft Crime and Disorder Reduction Strategy 2005-2008/9

**LOCAL**

Reigate & Banstead Borough Local Plan 1994

Reigate & Banstead Borough Local Plan First Alteration
Reigate & Banstead Community Plan 2003 (due to be reviewed)
Corporate Plan 2003-06 (due to be reviewed)
Gatwick Airport Outline Master Plan
A Strategy for dealing with Eastern Surrey's Municipal Waste
East Surrey Rural Transport Plan
Housing Strategy 2003-06
Community Safety Strategy 2005-08
Local Air Quality Review and Assessment
Heritage Strategy 1996
Countryside Strategy 1999
Homelessness Strategy 2003-08 and Review 2002
Parks & Open Spaces Policy 2004 - 2007
East Surrey NHS Primary Care Trust Business Plan 2003-2004
East Surrey NHS Primary Care Trust Annual Report 2003-04
East Elmbridge and Mid-Surrey NHS Primary Care Trust Local Annual Report 2003-04
East Elmbridge and Mid-Surrey NHS Primary Care Trust Public Health Annual Report 2003

## APPENDIX C

Below are the results of the SA on each of the draft SPD objectives.

<b>Policy / Sustainable Development Objective text:</b> to assist in the production of new development reflecting the local distinctiveness of traditional settlements in the area				
<b>2 SA Objective</b>	<b>Assessment</b>			<b>2.1 Comments/Proposed Mitigation</b>
	Short Term	Medium Term	Long Term	
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	?	?	?	Could threaten viability of affordable housing if increases build cost. Need to ensure affordable housing built to same design standards and remains affordable.
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	+	+	+	Good design can have a positive effect on health and wellbeing. Design needs to be balanced with other sustainability needs. Local Distinctiveness should not hinder the ability of people to stay independent, depends on inclusion of other sustainability principles e.g. Lifetime Homes standards.
3. To reduce poverty and social exclusion.	N/A	N/A	N/A	
4. To create and maintain safer and more secure communities.	0	0	0	Whilst adhering to local distinctiveness care needs to be taken to ensure crime is 'designed out'. Traditional street layouts should not hinder progress towards safer street design.
5. To minimise the harm from flooding.	N/A	N/A	N/A	
6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	-	-	-	The rigidity of the design code may make the achievements of low impact design more difficult.
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	N/A	N/A	
8. To ensure air quality continues to improve and noise/light production is reduced.	N/A	N/A	N/A	

9. To conserve and enhance biodiversity within the plan area.	?	?	?	Needs to be clarification between the Natural Environment background and how this relates to how this will be implemented. Whilst the SPD recognises opportunities for further planting, it needs to address the rigors of a changing climate which may impact on indigenous species. Species lists may need to be amended in the light of new findings.
10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	+	+	+	Opportunity has been taken to enhance and extend the natural historic and archaeological environment.
11. To reduce road congestion and pollution levels.	N/A	N/A	N/A	
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	?	?	?	Does traditional design take sufficient account of the future likelihood of intense weather events e.g. the size of eaves relative to rain intensity; shuttered windows relative to heat gain.
13. Maintain low rates of unemployment and high levels of economic activity.	N/A	N/A	N/A	
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	N/A	N/A	N/A	
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	N/A	N/A	
16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	N/A	N/A	
17. To reduce the global, social and environmental impact of consumption of resources.	?	?	?	Lacks guidance on local sourcing / production of building materials. Building materials could be promoted relative to their 'impact' (life cycle analysis).
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	?	?	?	Need to recognise re-use and recycling of building materials.
19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	N/A	N/A	N/A	
20. To increase energy efficiency.	?	?	?	May conflict with effort to maximise energy efficiency.

21. To increase the production and use of renewable energy/fuels.	-	-	-	Need to ensure that adherence to traditional design standards does not inhibit the progress of microgeneration. Further guidance on the incorporation of specific technologies required e.g. solar water panels.
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**Summary:** Whilst supporting the sentiment for design to reflect local distinctiveness, the design code needs to be further tested against evolving guidance on the significant need to adapt to the rigours of, and mitigate causes, of climate change. This will ensure that achieving local distinctiveness does not undermine sustainability principles.

**Policy / Sustainable Development Objective text:** to encourage the use of design elements and materials in a homogeneous way (Section 3)

3 SA Objective	Assessment			
	Short Term	Medium Term	Long Term	
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	?	?	?	Could threaten viability of affordable housing if increases build cost. Need to ensure affordable housing built to same design standards and remains affordable.
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	+	+	+	
3. To reduce poverty and social exclusion.	+	+	+	Common design avoids stigmatisation.
4. To create and maintain safer and more secure communities.	N/A	N/A	N/A	
5. To minimise the harm from flooding.	N/A	N/A	N/A	
6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	?	?	?	May create constraint to sustainable construction.
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	N/A	N/A	
8. To ensure air quality continues to improve and noise/light production is reduced.	N/A	N/A	N/A	
9. To conserve and enhance biodiversity within the plan area.	N/A	N/A	N/A	
10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	N/A	N/A	N/A	
11. To reduce road congestion and pollution levels.	N/A	N/A	N/A	
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	N/A	N/A	N/A	
13. Maintain low rates of unemployment and high levels of economic activity.	N/A	N/A	N/A	
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	N/A	N/A	N/A	
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	N/A	N/A	

16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	N/A	N/A	
17. To reduce the global, social and environmental impact of consumption of resources.	?	?	?	Has the choice of materials been assessed for their impact?
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	N/A	N/A	N/A	
19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	N/A	N/A	N/A	
20. To increase energy efficiency.	?	?	?	May conflict with effort to maximise energy efficiency.
21. To increase the production and use of renewable energy/fuels.	?	?	?	May limit the choice of microgeneration e.g. solar water panels; maybe recommend further guidance.
<b>Summary:</b> Whilst supporting the use of common elements and materials to achieve an aesthetic design within which there is scope for some variety, this should not be pursued in a way that would undermine other sustainability objectives e.g. affordability; ecological footprint.				

**Policy / Sustainable Development Objective text:** to avoid arbitrary design changes within the street scene

4 SA Objective	Assessment			Comments\Proposed Mitigation
	Short Term	Medium Term	Long Term	
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	?	?	?	Could threaten viability of affordable housing if increases build cost. Need to ensure affordable housing built to same design standards and remains affordable.
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	+	+	?	Long-term success depends on restricted measures e.g. article 4 direction to restrict PD rights.
3. To reduce poverty and social exclusion.	+	+	?	Maintenance and replacement in the long-term e.g. timber windows could be unaffordable.
4. To create and maintain safer and more secure communities.	N/A	N/A	N/A	
5. To minimise the harm from flooding.	N/A	N/A	N/A	
6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	?	?	?	May create constraint to sustainable construction.
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	N/A	N/A	
8. To ensure air quality continues to improve and noise/light production is reduced.	N/A	N/A	N/A	
9. To conserve and enhance biodiversity within the plan area.	N/A	N/A	N/A	
10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	N/A	N/A	N/A	
11. To reduce road congestion and pollution levels.	N/A	N/A	N/A	
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	N/A	N/A	N/A	
13. Maintain low rates of unemployment and high levels of economic activity.	N/A	N/A	N/A	
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	N/A	N/A	N/A	

15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	N/A	N/A	
16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	N/A	N/A	
17. To reduce the global, social and environmental impact of consumption of resources.	N/A	N/A	N/A	
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	N/A	N/A	N/A	
19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	N/A	N/A	N/A	
20. To increase energy efficiency.	N/A	N/A	N/A	
21. To increase the production and use of renewable energy/fuels.	?	?	?	This objective should not constrain the present or future micro-generation.
<p><b>Summary:</b> Whilst supporting the need to avoid arbitrary changes this should not stand in the way of progress towards achieving other sustainability objectives e.g. the micro-generation of renewable energy. Further clarification is needed of this SPD objective, as to how it is going to be achieved in the long term, given the potential for economic repercussions. More prescription may be required in some instances e.g. removal of permitted development rights to prevent use of front gardens for car parking, to both achieve this objective and create a more sustainable development.</p>				

**Policy / Sustainable Development Objective text:** to encourage sustainable transport by securing a form of development where the car is subservient to pedestrians and cyclists and where traffic speed is controlled by design rather than by regulation (section 3)

5 SA Objective	Assessment			Comments\Proposed Mitigation
	Short Term	Medium Term	Long Term	
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	N/A	N/A	N/A	
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	++	++	++	Encouraging people to walk and cycle as part of their everyday routine.
3. To reduce poverty and social exclusion.	++	++	++	
4. To create and maintain safer and more secure communities.	+	+	+	2m footways may need to be wider to allow shared use by cyclists and pedestrians. Shared tracks along access and local distributor roads are needed. Need to consider greater use of reduced speed limits, i.e. 10mph in line with Homezone guidance on residential roads, 20mph on local distributor roads. Parkway diagrams conflict with text.
5. To minimise the harm from flooding.	N/A	N/A	N/A	
6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	N/A	N/A	N/A	
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	N/A	N/A	
8. To ensure air quality continues to improve and noise/light production is reduced.	++	++	++	
9. To conserve and enhance biodiversity within the plan area.	?	?	?	Need to mitigate severance of habitats.
10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	++	++	++	Ensure cycle / pedestrian network links to urban fringe through existing and new rights of way.

11. To reduce road congestion and pollution levels.	++	++	++	High quality cycle parking that is both secure convenient and covered is essential to maximising this mode of travel.
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	++	++	++	
13. Maintain low rates of unemployment and high levels of economic activity.	+	+	+	
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	N/A	N/A	N/A	
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	N/A	N/A	
16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	N/A	N/A	
17. To reduce the global, social and environmental impact of consumption of resources.	++	++	++	
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	N/A	N/A	N/A	
19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	N/A	N/A	N/A	
20. To increase energy efficiency.	+	+	+	
21. To increase the production and use of renewable energy/fuels.	+	+	+	Opportunities to encourage use of renewable fuels.
<p><b>Summary:</b> Overall this objective contributes positively to the relevant sustainability objectives because of the package of sustainable transport options and reducing the dominance of the car. However, the practical implementation of this ideal needs to be further clarified. Need to ensure priority is given to pedestrians and cyclists in practice through the use of appropriate measures.</p>				

<b>Policy / Sustainable Development Objective text:</b> to resist standardised layouts which incorporate a high proportion of closed cul-de-sac development heavily dependent on car usage (Section 3)				
6 SA Objective	Assessment			Comments\Proposed Mitigation
	Short Term	Medium Term	Long Term	
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	N/A	N/A	N/A	
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	+	+	+	Closed cul-de-sacs will undermine walking and cycling.
3. To reduce poverty and social exclusion.	N/A	N/A	N/A	
4. To create and maintain safer and more secure communities.	-	-	-	Cul-de-sacs generally experience safer street environments as a result of no through traffic.
5. To minimise the harm from flooding.	N/A	N/A	N/A	
6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	N/A	N/A	N/A	
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	N/A	N/A	
8. To ensure air quality continues to improve and noise/light production is reduced.	+	+	+	
9. To conserve and enhance biodiversity within the plan area.	N/A	N/A	N/A	
10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	N/A	N/A	N/A	
11. To reduce road congestion and pollution levels.	+	+	+	
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	+	+	+	
13. Maintain low rates of unemployment and high levels of economic activity.	N/A	N/A	N/A	
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	N/A	N/A	N/A	
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	N/A	N/A	
16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	N/A	N/A	
17. To reduce the global, social and environmental impact of consumption of resources.	+	+	+	
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	N/A	N/A	N/A	
19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	N/A	N/A	N/A	
20. To increase energy efficiency.	+	+	+	
21. To increase the production and use of renewable energy/fuels.	N/A	N/A	N/A	
<p><b>Summary:</b> While recognising the need for variety and permeability in the layout of development, and supporting measures to reduce dependency on the car, design which is closed to the thoroughfare of motorised vehicles often creates safer street environments. Therefore limited inclusion of cul-de-sacs that are freely permeable to pedestrians and cyclists can be seen to be advantageous.</p> <p><b>Recommendation</b> for action: clarify in section 3 resistance to closed cul-de-sacs, but recognition of benefits of open cul-de-sacs.</p>				

<b>Policy / Sustainable Development Objective text:</b> to secure good accessibility to local facilities to minimise trips, and to the Fastway high quality bus service for trips to more distant destinations (section 3)				
7 SA Objective	Assessment			Comments\Proposed Mitigation
	Short Term	Medium Term	Long Term	
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	N/A	N/A	N/A	
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	++	++	++	Will enable greater independence.
3. To reduce poverty and social exclusion.	++	++	++	
4. To create and maintain safer and more secure communities.	N/A	N/A	N/A	
5. To minimise the harm from flooding.	N/A	N/A	N/A	
6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	N/A	N/A	N/A	
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	N/A	N/A	
8. To ensure air quality continues to improve and noise/light production is reduced.	++	++	++	Aims to reduce car trips. Could be negative with regard to noise depending on the noise level of FastWay buses.
9. To conserve and enhance biodiversity within the plan area.	N/A	N/A	N/A	
10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	+	+	+	With regards to accessibility.
11. To reduce road congestion and pollution levels.	++	++	++	
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	++	++	++	
13. Maintain low rates of unemployment and high levels of economic activity.	+	+	+	Ensure access to jobs.
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	+	+	+	Good accessibility to local facilities will ensure their success/survival.
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	N/A	N/A	
16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	N/A	N/A	

17. To reduce the global, social and environmental impact of consumption of resources.	+	+	+	
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	N/A	N/A	N/A	
19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	N/A	N/A	N/A	
20. To increase energy efficiency.	++	++	++	
21. To increase the production and use of renewable energy/fuels.	0	0	0	Query opportunities to use renewable fuels.
<p>Summary: This SPD objective contributes positively to the relevant sustainability objectives. This objective will enable a reduction in the number of car trips. The FastWay bus route needs to be careful planned within the development because of noise.</p>				

**Policy / Sustainable Development Objective text:** to ensure that development embodies other sustainability principles by minimising its adverse impact on the environment, both in visual terms and in relation to drainage, recycling, energy and water consumption (sections 2 and 3)

8 SA Objective	Assessment			Comments\Proposed Mitigation
	Short Term	Medium Term	Long Term	
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	?	?	?	Could threaten viability of affordable housing if increases build cost. Need to ensure affordable housing built to same design standards and remains affordable.
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	+	+	+	Good design can have a positive effect on health and wellbeing. Design needs to be balanced with other sustainability needs. Depends on inclusion of other sustainability principles e.g. Lifetime Homes standards.
3. To reduce poverty and social exclusion.	N/A	N/A	N/A	
4. To create and maintain safer and more secure communities.	N/A	N/A	N/A	
5. To minimise the harm from flooding.	+	+	+	The Flood Risk Development Brief is comprehensive. However must be sure that inclusion of watercourses into new development reflects “no detriment” principle. Drainage function should not add to external risk.
6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	-	-	-	Need for more prescription relating to sustainable construction (ideally a new section). Need to check compliance with forthcoming Code for Sustainable Buildings and policy requirements from draft SEP regarding eco-homes/BREEAM very good minimum standards.
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	N/A	N/A	
8. To ensure air quality continues to improve and noise/light production is reduced.	N/A	N/A	N/A	
9. To conserve and enhance biodiversity within the plan area.	+	+	+	Opportunities to provide wildlife corridors and new habitats e.g. swales, reed beds. Could be strengthened by inclusion of habitats within the built environment.

10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	N/A	N/A	N/A	
11. To reduce road congestion and pollution levels.	N/A	N/A	N/A	
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	+	+	+	Through reducing household energy emissions. However need to address the significant effects of climate change e.g. need for shading/active cooling, requirement for rainwater harvesting.
13. Maintain low rates of unemployment and high levels of economic activity.	N/A	N/A	N/A	
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	N/A	N/A	N/A	
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	N/A	N/A	
16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	N/A	N/A	
17. To reduce the global, social and environmental impact of consumption of resources.	+	+	+	Needs to be strengthened by more prescription relating to sustainable construction (see comments under objective 6) e.g. use of locally sourced materials. Query conflict between present prescriptive building design and materials with targets to stabilise ecological footprint i.e. The need for low impact design.
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	+	+	+	Need to recognise flexibility to enable future collection of greater range of recyclables/composting. Need to recommend on-site waste minimisation/recycling during building works including design considerations that will facilitate end-of-life re-use. The guide should promote use of reclaimed/recycled material for street furniture.

19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	+	+	+	Need to require developers to install rainwater harvesting. Diffuse pollution from run-off sources will be mitigated by SuDS.
20. To increase energy efficiency.	++	++	++	
21. To increase the production and use of renewable energy/fuels.	++	++	++	
<b>Summary:</b> While this SPD objective seeks makes a positive contribution to ensure sustainable development, further guidance in the implementation of sustainable construction should be introduced.				

<b>Policy / Sustainable Development Objective text:</b> to secure a form of development which conforms with the Flood Risk Development Brief for Horley (section 2)				
9 SA Objective	Assessment			Comments\Proposed Mitigation
	Short Term	Medium Term	Long Term	
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	N/A	N/A	N/A	
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	N/A	N/A	N/A	
3. To reduce poverty and social exclusion.	N/A	N/A	N/A	
4. To create and maintain safer and more secure communities.	N/A	N/A	N/A	
5. To minimise the harm from flooding.	++	++	++	Within the River Mole catchment, full consideration should be given to the use of rainwater storage as opposed to soakaways in order to reduce the net run-off from development. This could also extend to minor development e.g. water butts, allied to extensions.
6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	N/A	N/A	N/A	
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	N/A	N/A	
8. To ensure air quality continues to improve and noise/light production is reduced.	N/A	N/A	N/A	
9. To conserve and enhance biodiversity within the plan area.	N/A	N/A	N/A	

10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	N/A	N/A	N/A	
11. To reduce road congestion and pollution levels.	N/A	N/A	N/A	
12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	++	++	++	Need to ensure climate change proofing of development/utilities have been thoroughly considered.
13. Maintain low rates of unemployment and high levels of economic activity.	N/A	N/A	N/A	
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	N/A	N/A	N/A	
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	N/A	N/A	
16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	N/A	N/A	
17. To reduce the global, social and environmental impact of consumption of resources.	N/A	N/A	N/A	
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	N/A	N/A	N/A	
19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	++	++	++	See also comments under objective 5.
20. To increase energy efficiency.	N/A	N/A	N/A	
21. To increase the production and use of renewable energy/fuels.	N/A	N/A	N/A	
<b>Summary:</b> Given the proposed protection and mitigation measures in areas at risk from flooding, overall this SPD objective contributes positively to minimising the harm from flooding by building on the previous flooding work.				

<b>Policy / Sustainable Development Objective text:</b> to achieve high standards of safety				
<b>10 SA Objective</b>	<b>Assessment</b>			<b>Comments\Proposed Mitigation</b>
	Short Term	Medium Term	Long Term	
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	N/A	N/A	N/A	
2. To facilitate the improved health and wellbeing of the whole population, including enabling people to stay independent.	++	++	++	Fear of crime is a barrier to staying independent.
3. To reduce poverty and social exclusion.	+	+	+	
4. To create and maintain safer and more secure communities.	++	++	++	Could link to provision of CCTV in neighbourhood centres and larger play areas (link to Horley Infrastructure Provision SPD). Road safety issues addresses under no. 11
5. To minimise the harm from flooding.	+	+	+	
6. To make best use of previously developed land and existing buildings, encouraging sustainable construction.	N/A	N/A	N/A	
7. To reduce land contamination and safeguard soil quality and quantity.	N/A	N/A	N/A	
8. To ensure air quality continues to improve and noise/light production is reduced.	+	+	+	Need to strengthen wording relative to street lighting e.g. more specific guidance on type of lighting.
9. To conserve and enhance biodiversity within the plan area.	N/A	N/A	N/A	
10. To protect, enhance and, where appropriate, make accessible the natural, archaeological and historic environments and cultural assets, for the benefit of both residents and visitors.	N/A	N/A	N/A	
11. To reduce road congestion and pollution levels.	+	+	+	To increase focus on road safety issues as a negative influence on this objective e.g. Consider design to reduce road speeds.

12. To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the District is prepared for its impacts [could include aviation and road transport].	?	?	?	Need to ensure access is maintained in extreme weather conditions, especially regarding links to hospital and other emergency services e.g. raised access roads. Need for climate proofing of utility supplies. The potential for overheating of homes due to the increased frequency and intensity of hot summers needs to be addressed as part of building design. Likely increases in average wind speed in the South East may require building design codes to be upgraded by at least 10%.
13. Maintain low rates of unemployment and high levels of economic activity.	N/A	N/A	N/A	
14. Provide for appropriate commercial development opportunities to meet the needs of the economy.	N/A	N/A	N/A	
15. Provide additional commercial development in urban areas [stimulating economic revival in priority regeneration areas].	N/A	N/A	N/A	
16. Balancing the needs for employment and housing to reduce the need to travel.	N/A	N/A	N/A	
17. To reduce the global, social and environmental impact of consumption of resources.	N/A	N/A	N/A	
18. To reduce waste generation and disposal, and achieve the sustainable management of waste.	N/A	N/A	N/A	
19. To maintain and improve the water quality of the region's rivers and groundwater, and to encourage the sustainable use of water.	N/A	N/A	N/A	
20. To increase energy efficiency.	N/A	N/A	N/A	
21. To increase the production and use of renewable energy/fuels.	N/A	N/A	N/A	
<p><b>Summary:</b> This SPD objective has a mainly positive contribution to the relevant sustainability objectives by addressing both social and environmental safety.</p> <p>There is opportunity to build exemplar street environments by close attention to road safety issues. Maintaining utility supply and access to emergency services in any event needs to be ensured. Concern about the future impacts of global warming on building temperatures and liveability needs to be fully considered.</p>				