

Reigate & Banstead Local Plan Development Management Plan

Adopted September 2019

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Foreword

“This Development Management Plan (DMP) will take forward the vision of our adopted Core Strategy, to make Reigate & Banstead one of the most desirable and attractive places to live, work in and visit.

“Alongside the Core Strategy, the detailed policies and proposals in the DMP will guide planning applications across the borough, helping to ensure that we deliver the right development, in the right places and at the right time.

“The wide ranging policies in the DMP will enable us to continue protecting and enhancing the things that make Reigate & Banstead a great place: our characterful towns and villages, our beautiful countryside and open spaces, and our healthy economy.

“They will also support us in our ambitions to provide high quality homes that are affordable to local people, and which meet their needs whatever their stage of life. In addition, these policies will help us to ensure that our residents and businesses continue to have access to the services, facilities and infrastructure which they rely upon day to day.

“We recognise that development can bring pressures and challenges. The policies in the DMP will mean that we are well placed to manage these so that that the impacts of growth on our residents, businesses and environment are minimised, but also that opportunities and benefits are maximised.

“As we move forward with delivering the policies and proposals in the DMP, we encourage you all to continue to work with us to help deliver a prosperous and sustainable future for our borough.”

A handwritten signature in blue ink, appearing to read 'Richard Biggs'.

Cllr Richard Biggs

Executive Member for Planning Policy

Adopted 26 September 2019

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Introduction

The Development Management Plan (DMP), sets out policies to guide decision-making on planning applications, and identifies sites for development.

The DMP sets out in more detail how the development principles and targets of the Council's adopted Core Strategy will be delivered. The Core Strategy plan period is the 15 years between 2012-2027 and the DMP will also run until 2027. Paragraph 8.17 of the Core Strategy sets out that a review of the Core Strategy will commence within 5 years of its adoption date (July 2014) to ensure that the overall spatial strategy and accompanying policies remain up to date and robust.

The DMP, together with the adopted Core Strategy, represents the Local Plan for the borough of Reigate and Banstead.

The policies in the DMP, alongside those in the Core Strategy, supersede most of the Borough Local Plan 2005 policies, as set out in Annex 2. Borough Local Plan 2005 policies not replaced are withdrawn on adoption of the DMP.

The overall scale of growth has already been set through the Core Strategy and is not being revisited, nor are the general spatial principles of where new development will be located.

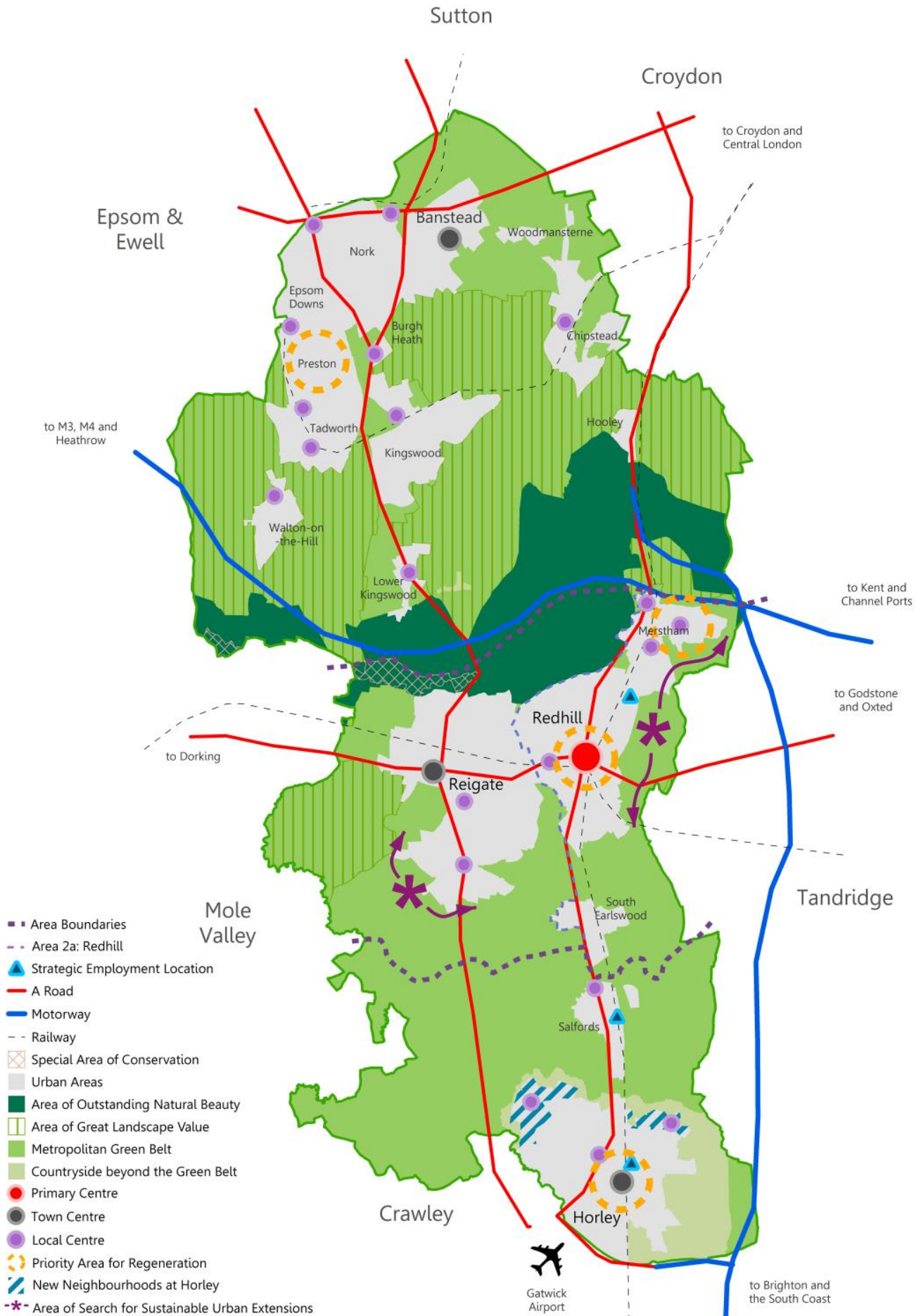
What growth does the Core Strategy plan for?

- The Core Strategy plans for at least 6,900 new homes between 2012 and 2027, an annual average of 460 homes per year.
- It also includes figures to guide the provision of new employment and retail floorspace in the borough.

What are the general principles of where development will be located as set out in the Core Strategy?

- The Core Strategy is an 'urban areas first' strategy. Priority is given to development in the identified regeneration areas (Preston and Merstham) and the main settlements (Redhill, Reigate, Banstead and Horley). The majority of new development will take place in these locations, and in other urban areas of the borough.
- The Core Strategy also identifies that some new homes will need to be provided on greenfield sites to meet future housing needs, within the "broad areas of search" identified around the edge of Redhill, Reigate, Merstham and Horley. These urban extension developments will be needed as development opportunities in the existing urban areas start to become more limited. Their development will be triggered if the Council is unable to demonstrate that it has a five year supply of housing land available.

Figure 1: The Core Strategy key diagram (2014)



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What the DMP includes

The DMP explains how the Core Strategy will be delivered.

It includes:

- Policies that will be used to assess planning applications for new development;
- Policy designations - areas where a particular approach to new development will be taken; and
- Site allocations - development sites where a particular type and scale of development will be delivered.

Structure of the DMP

The DMP is divided into three themes, and within each theme, a number of sections. Each section contains objectives, and sets out the policies and site allocations which will deliver these objectives. The themes and sections are summarised in Table 1 below.

Table 1: DMP themes and sections

Theme 1: Growing a prosperous economy

Section 1: Economic development
Section 2: Town and local centres

Theme 2: Building self reliant communities

Section 1: Design, character and amenity
Section 2: Open space and recreation
Section 3: Transport, access and parking
Section 4: Climate change, resilience and flooding
Section 5: Protecting the natural and historic environment

Theme 3: Place shaping

Section 1: Gypsies, travellers and travelling showpeople
Section 2: Cemetery and crematorium provision
Section 3: Potential development sites
Area 1: The North Downs
Area 2a: Wealden Greensand Ridge: Redhill and Merstham
Area 2b: Wealden Greensand Ridge: Reigate
Area 3: The Low Weald
Section 4: Infrastructure to support growth
Section 5: Managing land supply

Where appropriate, the policies and development sites are accompanied by maps. However, the individual maps within the document will not provide the whole site context, and the Policies Map should be consulted for the full context of a location. All site and designation boundaries are available to view on an online map at www.reigate-banstead.gov.uk/dmp.

The Policies Map sets out how the planning policies in the Core Strategy and DMP apply spatially across the borough. The Policies Map identifies areas of protection, shows the areas to which specific policies apply, and identifies sites allocated for development. It also shows the land which is safeguarded in the Minerals and Waste Development Framework prepared by Surrey County Council.

Theme 1: Growing a prosperous economy

Table 2: Theme 1 objectives and policies

	DMP objective	Policy
Section 1: Economic development	PE1: Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough	EMP1: Principal employment areas EMP2: Local employment areas EMP3: Employment development outside employment areas
	PE2: Provide flexibility for local businesses to start up, grow, diversify and prosper	EMP4: Safeguarding employment land and premises
	PE3: Help new development to deliver jobs and skills benefits for local people	EMP5: Local skills and training opportunities
	PE4: Protect the vitality and viability of our town centre shopping areas	RET1: Development within identified retail frontages and local centres
	PE5: Protect the viability of smaller scale but vital local shopping areas	RET2: Town centre frontages RET3: Local centres
	Section 2: Town and local centres	PE6: Ensure that both town and local centres are resilient and able to respond to future changes

1.1 Section 1: Economic development

What the Core Strategy says

1.1.1 The Core Strategy vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: People who live in, work in and visit the borough enjoy the benefits of a prosperous economy...”

1.1.2 The Core Strategy objectives:

SO19: To ensure the right amount, range, size and type of commercial areas are available and that the necessary infrastructure and facilities are provided to support a level of economic growth compatible with protecting the environment.

1.1.3 The Core Strategy policies:

- *Policy CS5: Valued people and economic development*
- *Policy CS8: Areas 1-3*

Table 3: Core Strategy policy CS8: Areas 1-3

Employment (subject to regular monitoring of demand)

Area 1: North Downs	Area 2a: Redhill	Area 2b: Reigate	Area 3: Low Weald	Borough Total
Approx. 2,000sqm Predominantly through reuse and intensification of existing employment land	Approx. 20,000sqm including approx. 7,000sqm in Redhill Town Centre Predominantly through reuse and intensification of existing employment land, including office based jobs provided through redevelopment of key sites in Redhill Town Centre		Approx. 24,000sqm Predominantly through reuse and intensification of existing employment land	Approx. 46,000 sqm

1.1.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to economic development, the DMP sets out the following objectives and policies:

DMP objectives and policies with regard to economic development

DMP objective

Policy

PE1: Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough

PE2: Provide flexibility for local businesses to start up, grow, diversify and prosper

PE3: Help new development to deliver jobs and skills benefits for local people

EMP1: Principal employment areas

EMP2: Local employment areas

EMP3: Employment development outside employment areas

EMP4: Safeguarding employment land and premises

EMP5: Local skills and training opportunities

- 1.1.5 In accordance with Core Strategy Policy CS8, the Council will seek to deliver 46,000sqm of employment floorspace by 2027. Identified needs for industrial, storage and distribution premises are anticipated to be met through the reuse and intensification of existing employment areas, including a number of existing permissions. Office needs will be met through a combination of the reuse and intensification of existing employment areas and town centres, small scale planning permissions within the urban area and through a number of specific site allocations in this plan (namely, RTC6 Gloucester Road, REI2 Land adjacent to the Town Hall, BAN2 The Horseshoe, ERM5 Oakley Farm, SSW2 Land at Sandcross Lane and HOR9 Horley Strategic Business Park).

Policy EMP1: Principal employment areas

The following areas are designated as Principal Employment Areas:

- Holmethorpe Industrial Estate, Redhill
- Wells Place Industrial Estate, Redhill
- Perrywood Business Park, Redhill
- Salfords Industrial Estate, Salfords, Redhill

Within the Principal Employment Areas:

1. Planning permission will be granted for change of use to offices, industrial, and storage and distribution, and for the development of new, upgraded or extended floor space within these uses.
2. Development for other uses will only be permitted where the development proposal:
 - a. would not adversely affect the operation or employment function of surrounding occupiers; and
 - b. is for a use which is either:
 - i. ancillary to, and necessary to support the efficient operation or continued growth of, an existing business; or
 - ii. a small scale facility to serve the unmet needs of local employees; or
 - iii. an alternative employment generating use (excluding all Class A uses) which could not reasonably be located outside a Principal Employment Area.

Explanation:

- 1.1.6 The *Employment Area Review (2017)* recognises that Principal Employment Areas make a significant contribution to employment provision and economic growth. It concludes that there is a reasonable and viable prospect of ongoing employment use in these areas, which warrants their long term protection.
- 1.1.7 The designated Principal Employment Areas are locations of strategic importance due to their size, accessibility and commercial offer. Policy EMP1 recognises that there are a small number of established business locations in the borough which are particularly suited to industrial and distribution businesses which may include warehousing, manufacturing and waste management.
- 1.1.8 The Core Strategy identifies targets for employment, and highlights that some of this would need to be provided through intensification of uses in existing employment areas. The evidence base identifies that there is some potential for intensification within Principal Employment Areas and Policy EMP1 supports this finding.
- 1.1.9 Policy EMP1 therefore supports the continued role of these Principal Employment Areas, acknowledging the contribution they make to the local economy.
- 1.1.10 A degree of additional flexibility is included within the policy in order to enable these areas to continue to function in a sustainable and viable way, to enable businesses to grow/diversify and to encourage new businesses to locate here. Where other uses are proposed under Policy EMP1(2), applicants will be required to provide evidence to demonstrate how the relevant considerations have been met including, for b(iii), evidence of alternative sites which have been considered and the reasons they have been discounted

Policy EMP2: Local employment areas

The following areas are designated as local employment areas:

- Pitwood Park Industrial Estate, Tadworth
- Kingsfield Business Centre, Redhill
- Balcombe Road Industrial area: (Bridge Industrial Estate and Gatwick Metro Centre), Horley

Within the local employment areas, planning permission will be granted for change of use to, or development of new or extended accommodation for the following uses provided the proposal is of an appropriate scale for the area and does not conflict with the amenity or operation of neighbouring land uses:

- a. Industrial and distribution uses
- b. Offices
- c. Financial and professional services
- d. Any other employment-generating uses (excluding all Class A uses other than A2)

Explanation:

- 1.1.11 The borough's Local Employment Areas provide local opportunities for business location and development. The *Employment Area Review (2017)* identifies that a large proportion of businesses in the borough are small businesses, and that these areas provide a valuable stock of smaller, more affordable accommodation suited to their needs. Policy EMP2 recognises this, and seeks to reinforce this small business role and the importance of protecting and maintaining a ready supply of appropriate small business premises to support their growth.
- 1.1.12 Policy EMP2 introduces a greater degree of flexibility in these areas than in Principal Employment Areas in order to encourage and support small businesses, respond to existing business needs and improve the viability of these areas.

Policy EMP3: Employment development outside employment areas

Outside of designated employment areas and town centres:

1. Planning permission will be granted for employment uses (excluding all Class A uses other than A2) provided:
 - a. the proposal would not harm the character of the building or surrounding area.
 - b. there would be no harm to the amenity of neighbouring properties/occupants through impacts such as noise, odour, fumes, litter, general disturbance and late night activity.
 - c. the type, scale and intensity of the proposed business activity is appropriate to the locality and the accessibility of the site.
 - d. sufficient on-site, off-street parking is available to cater for both the business use and, where relevant, any remaining residential use.
2. Through the use of conditions, the Council may limit the type and level of activity, including hours of work, of any such employment uses.

Explanation:

- 1.1.13 Whilst employment areas will continue to be the focus of economic activity in the borough, many small businesses (including new start-up enterprises) operate outside of these areas both for flexibility and to save on costs. This is increasing with improvements in communications technology and broadband speeds.

- 1.1.14 To support entrepreneurship, the policy seeks to provide opportunities for appropriate business uses, including home based businesses, to be introduced outside of designated employment areas provided they would not have adverse impacts on their locality. In assessing such impacts, consideration will be given to the movements of visitors, employees and deliveries as well as the operations and processes carried out on the site.

Policy EMP4: Safeguarding employment land and premises

Development of existing employment land and premises must comply with the following criteria:

1. The loss of employment land and premises will only be permitted if:
 - a. it can be clearly demonstrated that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use (see Annex 3 for information on what will be required to demonstrate this); or
 - b. the loss of employment floorspace is necessary to enable a demonstrable improvement in the quality and suitability of employment accommodation; or
 - c. the proposal would provide a public benefit which would outweigh the loss of the employment floorspace.
2. Where loss is justified under (1) above, proposals for non-employment uses will only be permitted if they would not adversely affect the efficient operation or economic function of other employment uses or businesses in the locality.

Explanation:

- 1.1.15 Employment premises in the borough are under increasing pressure from alternative uses. Policy EMP4 recognises the importance of safeguarding viable employment land and premises, whilst also recognising the requirements of national policy that such land and premises should only be protected if there is a reasonable prospect of employment use. Applicants will be required to provide appropriate evidence, proportionate to the scale of the scheme, to demonstrate prospects of on-going employment use including evidence of marketing activities undertaken.

Policy EMP5: Local skills and training opportunities

Requirements for employment and skills training in new development will be secured by means of condition or Section 106 agreements for new residential developments of 25 homes or more and for non-residential development in excess of 1,000sqm size (gross).

The Council will seek to secure a minimum of 20% of the total jobs created by the construction of the new development for local residents or apprenticeships. Opportunities for training and placement schemes targeted at local residents in respect of any jobs created through the end use of any non-residential development will also be explored.

Explanation:

- 1.1.16 The Core Strategy supports the promotion of skills development opportunities for local people. New development in the borough can provide employment opportunities for borough residents and can help provide local people with the skills necessary both to fulfil the needs of local businesses and to make the most of job opportunities available. Provision of apprenticeships is already common amongst builders.
- 1.1.17 Policy EMP5 seeks to secure local apprenticeships but does not prescribe the mechanism. The Council will explore whether further local supplementary guidance would help to support this policy.

1.2 Section 2: Town and local centres

What the Core Strategy says

1.2.1 The Core Strategy vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options, [and] the wellbeing of communities is supported by accessible health, leisure, education and information services.”

1.2.2 The Core Strategy objectives:

SO17: To strengthen the vitality and viability of the borough’s town centres and local shopping centres.

SO20: To enhance the role of Redhill town centre as a centre of strategic importance, part of a regional transport hub, and as a safe and attractive retail, culture and leisure destination with a high quality environment.

1.2.3 The Core Strategy policies:

- *Policy CS7: Town and local centres*
- *Policy CS8: Areas 1-3*

1.2.4 What the DMP does

To deliver the Core Strategy vision and objectives relating to town and local centres, the DMP sets out the following objectives and policies:

DMP objectives and policies with regard to retail and town centres

DMP objective

Policy

PE4: Protect the vitality and viability of our town centre shopping areas

RET1: Development within identified retail frontages and local centres

PE5: Protect the viability of smaller scale but vital local shopping areas

RET2: Town centre frontages

RET3: Local centres

PE6: Ensure that both town and local centres are resilient and able to respond to future changes

RET4: Loss of shops outside of designated centres

RET5: Development of town centre uses outside town and local centres

RET6: Retail warehousing

Policy RET1: Development within identified retail frontages and local centres

This policy applies to:

- Primary and secondary frontages within town centres
- Local centres

Within town centre primary and secondary frontages, and in local centres:

1. Development must:
 - a. retain an active ground floor frontage which is accessible to the public from the street
 - b. be of a character and scale appropriate to the nature and function of the centre in which it is located
 - c. not harm residential, public or visual amenity through impacts such as noise, odour, fumes, litter, general disturbance or late night activity
 - d. not have an unacceptable impact on traffic, movement and parking, and not compromise highway or pedestrian safety in the locality; and
 - e. protect and where possible enhance the public realm through environmental improvements including provision of high quality surfacing and careful planting.
2. On upper floors, proposals for A1/2/3; B1a; D1/2 and C3 uses that make effective and efficient use of space will be considered favourably subject to the above criteria.

Explanation:

- 1.2.5 Whilst the borough *Retail Needs Assessment (2016)* identifies the different roles and attributes of the town and local centres in the borough, Policy RET1 identifies some common themes which will assist in securing the continued vitality and viability of all the borough's town and local centres.
- 1.2.6 Policy RET1 applies to all development within designated town centre shopping frontages and within local centres, and seeks to ensure that new development continues to make a positive contribution to the retail areas within which it is located whilst minimising the impact on other surrounding uses, and on users of the retail areas.

Policy RET2: Town centre frontages

This policy applies to:

- Town centre boundaries
- Primary and secondary shopping areas defined on the policies map

In the borough's town centres:

1. Within primary shopping frontages:
 - a. Proposals for non-A1 use will be supported provided A1 uses within the designated primary shopping frontage would remain:
 - above 70% in Reigate
 - above 65% in Banstead and Redhill
 - above 55% in Horley
 - b. Where a proposal would result in the proportion of A1 uses within the primary shopping frontage falling below the relevant threshold specified above, permission will only be granted where:
 - i. The proposal is for an A3 use in Horley or Redhill and would not bring about an

Policy RET2: Town centre frontages (continued)

overconcentration of such uses in the vicinity (defined as creating or further extending a continuous frontage of two or more non-A1 units).

- ii. In all other cases, where it can be demonstrated:
 - that reasonable attempts have been made for a minimum 6 month period without success to let the premises for A1 use (see marketing requirements in Annex 3); and
 - that the proposed use would make a positive contribution to the vitality, viability, balance of services and/or evening economy of the town centre.

2. Within secondary shopping frontages:

- a. Proposals for non-A1 use will be supported provided A1 uses within the secondary shopping frontage would remain:
 - i. above 55% in Reigate
 - ii. above 40% in Redhill
- b. Where a proposal would result in the proportion of A1 secondary shopping frontage falling below the relevant threshold specified above, permission will only be granted where it can be demonstrated that the proposed use would make a positive contribution to the vitality, viability, balance of services and/or evening economy of the town centre.
- c. Where a loss of A1 use is proposed, A2-A4 or D1-D2 uses that retain an active frontage will be considered more favourably than other uses.

Explanation:

- 1.2.7 It is important that a healthy balance of uses is maintained in the borough's town centres. Town Centre Boundaries have been identified which incorporate those areas where main town centre uses are focused. The *Retail Needs Assessment (2016)* has informed Policy RET2; this report recognises that the four main town centres have different roles and retail needs.
- 1.2.8 The Primary Shopping Areas reflect the concentrations of retail development within the town centres. The policy enables the most important concentrations of retail activity to be protected, whilst accepting that other uses can provide a complementary offer that attract footfall and contribute to the overall vitality of the town centre.
- 1.2.9 Table 4 below updates the retail part of Core Strategy Policy CS8. This has been informed by the updated *Retail Needs Assessment (2016)*, which provides updated retail need figures.

Table 4: DMP retail needs: Areas 1-3

DMP Retail needs figures (subject to regular monitoring of demand)

Area 1: North Downs	Area 2a: Redhill	Area 2b: Reigate	Area 3: Low Weald	Borough Total
Banstead Village: Approx. 1,100 sqm comparison	Redhill: Approx. 7,500 sqm comparison Reigate: Approx. 2,500 sqm comparison		Horley: Approx. 800 sqm comparison	Comparison floorspace: Approx. 12,900 sqm Convenience floorspace: No significant quantitative need

Policy RET3: Local centres

The following areas are designated as local centres:

- Brighton Road, Horley
- Brighton Road, Redhill
- Brighton Road, Salfords
- Burgh Heath
- Drift Bridge, Fir Tree Road
- High Street, Tadworth
- Holmesdale Road, Reigate
- Horley Row, Horley
- Lesbourne Road, Reigate
- Linkfield Corner, Redhill
- Lower Kingswood
- Merstham Village
- Nork Way
- Nutfield Road, Merstham
- Portland Drive, Merstham
- Shelveys Way, Tadworth
- Tadworth
- Tattenham Corner
- Walton-on-the-Hill
- Waterhouse Lane, Kingswood
- Woodhatch
- Rectory Lane, Chipstead
- Station Approach, Chipstead
- Station Road, Horley
- Tattenham Way
- The Acres, Horley
- Woodmansterne Street, Woodmansterne

Within designated local centres, proposals resulting in the loss of A1-A4 and D1/2 uses will be only permitted where:

1. it can be demonstrated that reasonable attempts have been made for a minimum 6 month period without success to let or sell the premises for a retail and/or community use; (see marketing requirements in Annex 3); and
2. the proposed use would make a positive contribution to vitality and viability and would not be harmful to the overall balance of services in the local centre.

Explanation:

- 1.2.10 Local centres provide an important function, serving the local needs of communities, and providing shops, services and facilities that are easily accessible and reduce the need to travel. However, often these local centres come under pressure from alternative uses. Policy RET3 recognises that retail, restaurant/cafes and community uses are particularly important to protect. Policy INF2 provides further information on what constitutes a community use.

Policy RET4: Loss of shops outside of designated centres

Outside of designated town and local centres, proposals resulting in the loss of retail uses will be permitted where:

1. the proposal would contribute to the vitality and vibrancy of the area or the availability of important services in the locality;
2. the use proposed is a community facility which would benefit local residents: or
3. Reasonable attempts have been made for a minimum 6 month period without success to let or sell the premises for a retail or community use (see marketing requirements in Annex 3)

Explanation:

- 1.2.11 Small centres and isolated shops provide a useful service for local residents. Policy RET4 seeks to retain such units in uses that make a contribution to the local community where possible, whilst recognising that in some circumstances this may not be viable. INF2 provides further information on what constitutes a community use.

Policy RET5: Development of town centre uses outside town and local centres

1. Retail and other main town centre uses (other than small scale rural development) should be directed to the most sequentially preferable and sustainable locations in accordance with the national policy 'town centre first' principle. Proposals for retail and other town centres uses should first be directed to town or local centres, failing that to edge-of-centre sites and then out-of-centre sites.
2. Proposals that seek to locate or expand retail and other town centre uses in edge of centre or out of centre locations must demonstrate that:
 - a. Having applied the sequential test there are no suitable sequentially preferable sites available to accommodate the proposed development on more central sites.
 - b. The proposal would not have a significant adverse impact on:
 - i. the vitality and viability of, or consumer choice and trade within, existing nearby town or local centres;
 - ii. existing, committed and planned public and private investment in those centres.
3. An impact assessment will be required to support applications for edge-of-centre or out-of-centre development proposals in the following circumstances:
 - a. Comparison retail development exceeding 150sqm
 - b. Convenience retail development exceeding 250sqm
 - c. Development for any other retail not covered by 3a and 3b above, leisure and office uses exceeding 2,500sqm

Explanation:

- 1.2.12 National planning policy sets a 'default' threshold requiring impact assessments for retail, leisure and office development proposals of over 2,500sqm outside town centres (that are not in accordance with the Local Plan). It also allows for locally set thresholds.
- 1.2.13 The Council has set thresholds for impact assessment of retail, leisure and office proposals outside town centre as such developments have potential to negatively impact on the vitality and viability of town centres. These thresholds have been informed by the *Retail Impact Threshold paper (2017)*, which takes account of specific circumstances within the borough.

Policy RET6: Retail warehousing

Within the designated retail warehouse areas listed below and shown on the policies map:

- Rushworth Road, Reigate
 - Brighton Road, Redhill
1. Development proposals for retail warehousing will be permitted within the above designated Retail Warehouse areas or other sites specifically allocated for retail warehousing.
 2. Proposals for retail warehousing will be required to provide a retail impact assessment, in line with Policy RET5.

Explanation:

- 1.2.14 Retail warehousing units usually occupy a single floor, cater for car-borne customers, and sell bulky durable and household goods (such as carpets, DIY, furniture, domestic appliances). It is recognised that retail warehousing is generally not appropriate for town and local centres, and Policy RET6 therefore seeks to direct retail warehousing uses to designated retail warehouse areas and sites allocated for retail warehousing. Policy RET6 identifies areas of the borough that are established and recognised as destinations for retail warehouses, and makes provision for their continued use as such.
- 1.2.15 Controlling the types of retail uses in the designated retail warehouse areas is important to ensure that they do not detract from or have a negative impact on the vitality and viability of existing town and local centres and planned development within the town and local centres. Proposed development for retail warehousing will therefore be required to submit a retail impact assessment in line with Policy RET5.

Theme 2: Building self reliant communities

Table 5: Theme 2 objectives and policies

	DMP objective	Policy
Section 1: Design, character and amenity	SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness	DES1: Design of new development DES2: Residential garden land development DES3: Residential Areas of Special Character
	SC2: To ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants	DES4: Housing mix DES5: Delivering high quality homes
	SC3: To minimise the impacts of development, and the development process on local residents and local amenity	DES6: Affordable housing DES7: Specialist accommodation DES8: Construction management DES9: Pollution and contaminated land DES10: Advertisements and shop front design
	SC4: Protect the most valuable open space within the urban areas	OSR1: Urban open space
	SC5: Encourage the provision of open space as part of new developments, and where appropriate new outdoor sport and recreation provision	OSR2: Open space in new developments OSR3: Outdoor sport and recreation
	SC6: Require new developments to provide adequate parking, whilst recognising the need to encourage sustainable transport choices, particularly in the most accessible locations	TAP1: Access, parking and servicing TAP2: Airport car parking
	SC7: Ensure new developments are served by safe and well designed access for vehicle, pedestrians and cyclists	

Table 5: Theme 2 objectives and policies (continued)

	DMP objective	Policy
Section 4: Climate change, resilience and flooding	SC8: Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and where appropriate incorporate renewable energy technologies	CCF1: Climate change mitigation CCF2: Flood risk
	SC9: Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase flood risk elsewhere or result in a reduction in water quality	
Section 5: Protecting the natural and historic environment	SC10: Ensure new development protects, and enhances wherever possible, the borough's landscapes and biodiversity interest features, providing the highest degree of protection to internationally and nationally designated areas	NHE1: Landscape protection NHE2: Protecting and enhancing biodiversity and areas of geological importance NHE3: Protecting trees, woodland areas and natural habitats
	SC11: Maximise the contribution of new development to a comprehensive green infrastructure network across the borough	NHE4: Green and blue Infrastructure NHE5: Development within the Green Belt
	SC12: Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use	NHE6: Reuse and adaptation of buildings in the Green Belt and the Rural Surrounds of Horley NHE7: Rural Surrounds of Horley NHE8: Horse keeping and equestrian development
	SC13: Conserve and enhance heritage assets across the borough, supporting their continued viable use and cultural benefits	NHE9: Heritage assets

2.1 Section 1: Design, character and amenity

What the Core Strategy says

2.1.1 The Core Strategy Vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: ...neighbourhoods are renewed, improved and supported...”

2.1.2 The Core Strategy Objectives:

SO3: To ensure that the design and scale of new development recognises, enhances and protects the character of our town centres and other urban areas.

SO6: To maintain and enhance the identified character and separate identities of the borough’s towns and other urban areas

SO9: To ensure that the design of new development makes best use of the site, integrates effectively with its setting, promotes local distinctiveness, maximises accessibility and minimises the opportunities for crime.

SO11: To ensure that the types of dwellings built are suited to the requirements of the forecasted local population.

2.1.3 Core Strategy Policies

- *Policy CS4: Valued townscapes and the historic environment*
- *Policy CS10: Sustainable development*
- *Policy CS11: Sustainable construction*
- *Policy CS14: Housing needs of the community*

2.1.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to design, character and amenity, the DMP sets out the following objectives and policies:

DMP objectives and policies with regard to design, character and amenity

DMP objective

Policy

SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness

DES1: Design of new development
DES2: Residential garden land development
DES3: Residential Areas of Special Character

SC2: To ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants

DES4: Housing mix
DES5: Delivering high quality homes
DES6: Affordable housing
DES7: Specialist accommodation

SC3: To minimise the impacts of development, and the development process on local residents and local amenity

DES8: Construction management
DES9: Pollution and contaminated land
DES10: Advertisements and shop front design

Policy DES1: Design of new development

All new development will be expected to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. Planning permission will be granted for new development where it meets the following criteria:

1. Promotes and reinforces local distinctiveness and respects the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene.
2. Uses high quality materials, landscaping and building detailing.
3. Has due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
4. Provides street furniture/trees and public art where it would enhance the public realm and/or reinforce a sense of place.
5. Provides an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
6. Creates a safe environment, incorporating measures to reduce opportunities for crime and maximising opportunities for natural surveillance of public places. Developments should incorporate measures and principles recommended by Secured by Design.
7. Provides for accessible and sensitively designed and located waste and recycling bin storage in accordance with the Council's guidance document 'Making Space for Waste'.
8. Incorporates appropriate landscaping to mitigate the impact, and complement the design, of new development. Schemes should:
 - a. protect and enhance natural features by:
 - i. incorporating existing landscaping into scheme design where feasible.
 - i. integrating new landscaping, both hard and soft, and boundary treatments which use appropriate local materials and/or species.
 - b. Provide details about how future maintenance of existing and new landscape works will be managed. Where necessary, conditions will be used to secure the delivery of landscaping schemes, protection of natural features during the course of development and requirements for replacement planting.
9. Achieves, where applicable, an appropriate transition from the urban to the rural.
10. Makes adequate provision for access, servicing, circulation and turning space, and parking, taking account of the impact on local character and residential amenity, including the visual impact of parked vehicles (see also TAP1).
11. Is accessible and inclusive for all users, including for people with disabilities or mobility constraints (See also DES7).
12. Respects aerodrome safeguarding requirements.

Explanation:

- 2.1.5 The character and local distinctiveness of Reigate and Banstead is part of what makes the borough special. Policy DES1 recognises that high quality design is essential to address a number of planning issues and priorities. These include not only the visual contribution of the building and the landscaping within which it sits, but also the connections between people and places including safeguarding local amenity, minimising the risk of crime, enabling and promoting waste minimisation, and contributing to wider objectives of securing green infrastructure networks and contributing to climate change mitigation and adaptation.
- 2.1.6 Development should address the character and appearance of its surroundings in relation to the immediate vicinity and also the broad locality within which a site is located, taking into account local topography and accessibility to local services. Innovation and originality in design will be supported where appropriate visual reference is made to the locality and where local amenity is respected.
- 2.1.7 Policy DES1 will be supported by supplementary planning guidance which will provide detailed design guidance. Existing Council guidance which should be taken into account includes: *Making Space for Waste Management in New Developments*, *Local Distinctiveness Design Guide SPG (2004)* and *Householder Extensions and Alterations SPG (2004)*.
- 2.1.8 Applications for development within the identified aerodrome safeguarding zone must consider aerodrome safeguarding requirements. These requirements cover a number of aspects including; tall structures building/structure heights/crane heights, wind turbines and solar installations, blue and green infrastructure, and lighting, taking account of the *Town and Country Planning (Safeguarding Aerodrome, Technical Sites, and Military Explosives Storage Areas) Direction (2002)*. More information is available on the Gatwick Airport website.

Policy DES2: Residential garden land development

Development of residential garden land, including infilling schemes and development on back garden land, will be required to comply with the following criteria:

1. Proposals must:
 - a. be designed to respect the scale, form and external materials of existing buildings in the locality to reinforce local distinctiveness
 - b. be of a height, bulk, mass, and siting to ensure the development is in keeping with the existing street scene
 - c. for infilling, incorporate plot widths, front garden depths, building orientation and spacing between buildings in keeping with the prevailing layout in the locality
 - d. provide well-designed access roads, with space for suitable landscaping and maintain separation to neighbouring properties
 - e. retain mature trees and hedges, and other significant existing landscape features, and include grass verges and street planting that supports wildlife and maintains green corridors
 - f. demonstrate they have been carefully designed to ensure a good standard of amenity for all existing and future occupants; and
 - g. not create an undue disruption to the character and appearance of an existing street frontage, particularly where the form and rhythm of development within the existing street frontage is uniform.
2. Proposals that would cumulatively result in multiple, closely spaced access points through the existing street frontage will be resisted.

Explanation:

- 2.1.9 Residential gardens can contribute significantly to the local character of an area, green infrastructure, and wildlife and biodiversity, as well as to the local amenity of residents. However, if well designed, residential garden development represents a type of development that can help make the most efficient use of land in the borough, continuing to be an important source of housing supply.
- 2.1.10 Poorly designed garden development has the potential to impact negatively on the character and residential amenity of local areas, particularly where multiple developments occur in close proximity. A particular emphasis on sensitive design in these locations is therefore necessary.
- 2.1.11 Residential garden development should address the character and appearance of its surroundings in relation to the immediate vicinity and also the broad locality within which a site is situated.
- 2.1.12 In terms of access, the rhythm of the street frontage should not be broken by excessive punctuation by multiple access points in close proximity.
- 2.1.13 Tandem development (two or more houses directly behind one another on the same plot and sharing the same access) can be particularly disruptive to the amenity and operation of future occupants and occupants of neighbouring properties so must be particularly carefully designed.

Policy DES3: Residential Areas of Special Character

The following areas, as shown on the Policies Map, are designated as Residential Areas of Special Character (RASCs):

- Horley: Meath Green Lane
- Reigate: High Trees Road
- Reigate: Alma Road and Alders Road
- Reigate: Pilgrims Way and Beech Road
- Reigate: Seale Road
- Walton-on-the-Hill: Nursery Road and Hurst Drive
- Chipstead: Walpole Avenue
- Chipstead: Hollymead Road, Bouverie Road, Coulsdon Lane and How Lane
- Chipstead: Court Hill
- Kingswood: Copthill and Furze Hill
- Kingswood: The Warren and The Glade
- Kingswood: Alcocks Lane and Waterhouse Lane
- Tadworth: Tadorne Road
- Tadworth: The Avenue

Within RASCs, planning permission will be granted for residential development, including conversion, provided that:

1. plot frontages and boundary treatments reflect the existing street context;
2. buildings are individually designed, and the design of the buildings and landscape makes a positive contribution to the character of the area and promotes local distinctiveness;
3. the height, depth, elevations, scale and massing of development respects the form of neighbouring buildings and the character of the RASC;

Policy DES3: Residential Areas of Special Character (continued)

4. the proposed development (including garages and other ancillary buildings) does not result in a harmful erosion of the spacing between buildings or lead to an over- dominance of the built form within the plot;
5. existing tree cover, landscaping, green areas and vegetation are retained or replaced, and where possible enhanced, using appropriate species;
6. soft and hard landscaping is sensitive to the plot, its setting and prevailing plot boundary characteristics;
7. the proposal does not involve inappropriate sub-division of existing curtilages to a size below that prevailing in the area;
8. sufficient off street parking is provided within the site and the layout of parking provision is not dominant within the site or otherwise harmful to the character of the locality; and
9. provision for the storage and collection of refuse and recycling is of a sensitive design.

Explanation:

- 2.1.14 Each RASC is unique, recognised for its individual identity and distinct character. These areas warrant a specific design approach to ensure these characteristics are retained, protected and enhanced.
- 2.1.15 The specific characteristics of RASCs include a prevailing low density character, with detached buildings set back from the road, within wide, spacious plots, and with mature soft landscaping, wide verges and a general leafy character.
- 2.1.16 The RASC designation has been in place in the borough since 1989. The Council's *Residential Areas of Special Character Review (2017)* considered the RASCs designated in the 2005 Borough Local Plan to ensure that they continue to be fit for purpose, and also assessed potential new RASCs. The report concluded that all RASCs in the 2005 Borough Local Plan should continue to be designated as such (with three boundary extensions), and six new RASCs designated. A summary of its findings is available in Annex 5, and the RASC areas are shown on the Policies Map.

Policy DES4: Housing mix

1. All new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must:
 - a. meet the requirements set out (2) below;
 - b. respond appropriately to any other relevant evidence of local need and demand for different sizes and types of housing, including the Council's most recent Strategic Housing Market Assessment (or similar); and
 - c. address any site specific requirements contained in this or other relevant local plan documents, including the requirements of the Affordable Housing SPD.
2. Provision of market housing should meet the following requirements unless it can be demonstrated that it is not financially viable or technically feasible to do so, that there would be no need or market demand for a particular size of homes (as may be the case for certain types of specialist accommodation), or that doing so would have an adverse impact on the character of the surrounding area.

Policy DES4: Housing mix (continued)

Borough-wide (except for town and local centres)

- i. On sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes.
- ii. On sites of 20 homes or more, at least 30% of market housing should be provided as smaller (one and two bedroom) homes and at least 30% of market housing must be larger (three+ bedroom) homes.

Within town and local centres

- iii. On all schemes, at least half of all homes provided should be one and two bedroom homes.
- iv. On schemes of 20 or more homes, at least 10% of homes must have three or more bedrooms.

Explanation:

- 2.1.17 Policy DES4 seeks to ensure that a range of home sizes is provided as part of new developments. Providing a range of housing types and sizes encourages more balanced communities, helps avoid areas of social exclusion and provides households with a greater range of choices to enable them to remain within the communities of which they are a part. The application of Policy DES4 will be supplemented by guidance and mix requirements for affordable housing which is set out in the Council's *Affordable Housing Supplementary Planning Document (SPD) (2014)* (or any equivalent supplementary planning document should this be updated during the plan period).
- 2.1.18 The size requirements set out in the policy will help to meet the need for smaller family housing (including as part of infill and residential garden developments where larger housing normally prevails) and larger homes in accessible town centre locations, but balances this with flexibility for schemes to respond to site specific viability, practicality and local character issues.
- 2.1.19 There is also an identified need for suitably sized accommodation for older people who may want to downsize and remain within their existing communities and this policy seeks to provide a choice of homes to accommodate this. This will help to free up larger family-sized homes which there is a need for in the borough. It is recognised, however, that one size does not fit all with regards to older people, so Policy DES6 also requires a certain percentage of homes to be designed to be accessible and adaptable, as well as a certain percentage to be wheelchair accessible.

Policy DES5: Delivering high quality homes

All new residential developments (including conversions) must provide high quality, adaptable accommodation, and provide good living conditions for future occupants. All new accommodation must:

1. As a minimum meet the relevant nationally described internal space standard for each individual unit except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards.
2. Be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
3. Be designed to minimise the disturbance to occupants from other land uses nearby and/or sources of noise and pollution (see also DES9).
4. Provide a convenient and efficient layout, including sufficient circulation space and avoiding awkwardly or impractically shaped rooms.

Policy DES5: Delivering high quality homes (continued)

5. Incorporate sufficient space for storage, clothes drying and the provision of waste and recycling bins in the home.
6. Make adequate provision for outdoor amenity space, including balconies and roof terraces, and/or communal outdoor space.

Explanation:

- 2.1.20 Housing choice and flexibility are important considerations for those living or seeking to live in the borough. Homes that are of a reasonable size can accommodate the practicalities of day to day living, but also the changing needs of residents throughout their lives.
- 2.1.21 National planning policy allows for local planning authorities, through their Local Plans, to require new homes to meet the nationally described internal space standard. In order to justify imposing the standard locally, national planning guidance suggests that local planning authorities should consider need, viability and timing.
- 2.1.22 A justification has been set out in the Council's *Housing Standards Justification evidence paper (2016)* which summarises that in practice the standard would only affect a small number of developments, as evidence indicates that the majority of housing is currently being delivered above the space standards. However, introduction of a standard is considered to be justified to ensure that moving forward all new homes provide suitable and adequate space for day-to-day living, irrespective of type and number of bedrooms.
- 2.1.23 Notwithstanding this, it is recognised that there may be opportunities to provide innovative types of affordable housing which helps deliver homes that meet a specific local need. Therefore, in these exceptional circumstances, an exception to the space standards may be able to be justified for affordable housing.
- 2.1.24 Policy DES5 applies to conversions of non-residential buildings to residential use as well as new-build developments. In flatted developments, provision of secure storage facilities for bulkier items (such as prams), whether communal or private, should be considered and will be encouraged as appropriate (see Annex 4 for further information on bicycle storage).

Policy DES6: Affordable housing

1. Between 2012 and 2027 a minimum of 1,500 gross new affordable homes will be delivered within the borough. These will be provided by registered providers, and by seeking affordable housing provision from housing developments.
2. The Council will negotiate affordable housing provision and contributions taking into account the specifics of the site, including financial viability as follows:
 - a. Development of allocated greenfield urban extension sites should provide 35% of homes on the site as affordable housing.
 - b. On all other developments providing 11 or more homes, 30% of the homes on the site should be affordable housing.
 - c. Within the regeneration areas, a lower proportion of affordable housing may be accepted in order to achieve other regeneration aims, including improving the mix of local housing stock.

In exceptional circumstances, where it can be robustly justified, should the Council consider it would not be suitable or practical to provide affordable housing on site it may accept affordable housing provided on an alternative site or as a payment in lieu.

Policy DES6: Affordable housing (continued)

3. The tenure mix of the affordable housing provided on each qualifying site should contribute (to the Council's satisfaction) towards meeting the latest assessment of affordable housing needs.
4. The size mix of the affordable housing provided on each qualifying site, expressed as number of bedrooms and bed spaces, should take into account the affordable housing needs in the borough at that time, the size of the market homes provided on the site, and the prevailing type of housing in the area.
5. On developments of 60 or more homes (gross) 5% of the affordable housing provided on site should be designed to meet Building Regulation requirements for wheelchair user dwellings. These should be provided as affordable housing for rent. This can contribute towards the overall requirement for provision of wheelchair accessible dwellings in housing developments.
6. Planning permission will not be granted for development that would result in a net loss of affordable homes that were secured by planning obligation or condition.

Explanation:

- 2.1.25 The high house prices and rental values both in absolute terms and relative to wages within the borough means that many households cannot access market housing to meet their needs. Lack of affordability has the greatest impact on households with the lowest earnings, including first time buyers.
- 2.1.26 Whilst this approach will go some way to assisting with affordable housing delivery, the need for affordable housing within the borough is considerably higher than it is possible to deliver given the mechanisms for providing affordable housing.
- 2.1.27 The Council will seek to provide affordable housing as part of development on its own sites. The Council will also work with developers of market housing and with registered providers to ensure that more affordable housing that meets local people's housing needs is provided within the borough.
- 2.1.28 "Affordable Housing" is defined in accordance with the national planning definition, and along with definitions of "affordability" and "bed-spaces", is provided in the Glossary at Annex 1.
- 2.1.29 Policy DES6 applies to all types of housing development within the C3 use class. Provision from retirement and sheltered housing may be provided on sites or as a financial contribution in lieu of on-site provision. Assisted living/extra care housing may be required to make provision, or a contribution, and will be considered on a case-by case basis depending on the specifics of the proposed development.
- 2.1.30 Policy DES6 has been informed by new evidence prepared to support the DMP, and supersedes Core Strategy Policy CS15 in its entirety.
- 2.1.31 Policy DES6 requires affordable housing provision depending on the gross number of homes provided on a site. The policy requirement relates to the gross number of new dwellings created, including through changes of use, conversion and subdivisions, as well as new builds. This also includes mixed-use sites which include an element of housing.
- 2.1.32 The latest evidence of affordable housing needs in the borough identifies a need for 60% rented and 40% other affordable housing tenures, and for 1, 2, and 3-bedroom flats and houses. In designing development schemes, developers and agents are encouraged to discuss the local affordable housing needs at the time with the Council's Housing Service and/or a locally-active registered provider.
- 2.1.33 Where requirement for on-site provision of 30% or 35% would result in a fraction of a dwelling, this will be rounded up or down according to mathematical convention (up at 0.5). The national vacant building credit will be applied where relevant in calculating the on-site provision required. Details

of calculations will be set out in a revision to the *Affordable Housing Supplementary Planning (2014)*.

- 2.1.34 Developments that seek to avoid the requirements of this policy by failing to make most efficient use of land or by artificially subdividing land ownership into smaller development sites will be required to increase density where appropriate, or to meet the cumulative requirement for all the sites on one or more of the sites.
- 2.1.35 Policy DES6 requires developers of market housing to contribute to the stock of affordable homes for rent and sale within the borough. A level of provision has been set that ensures that necessary infrastructure can also be funded and that the delivery of developments is not put at risk due to viability.
- 2.1.36 Land and property values are generally high across the borough, although with considerable variation, and assessments show that the level of provision we are seeking can be supported by the vast majority of developments. However, the Council recognises that there may be some sites where abnormal and unanticipated costs would make a development scheme unviable if they had to deliver the full affordable housing provision or contribution required by this policy. If applicants demonstrate to the Council's satisfaction that the affordable housing sought is not financially viable then variation of tenure and/or size mix, or number of affordable homes, may be agreed by negotiation. Further detail is provided in the *Affordable Housing Supplementary Planning Document (2014)* (or the revised SPD when adopted).
- 2.1.37 Affordable housing should be provided on site on developments of 11 or more homes in order to contribute towards mixed, balanced communities and economies. However in exceptional circumstances should the Council consider that it would not be suitable or practical to provide the affordable housing on site, including for reasons of future management, it may accept affordable housing provided on an alternative site, or a payment in-lieu of on-site provision. Either alternative provision/contribution will be expected to be of equivalent cost to the developer compared to on-site provision.

Policy DES7: Specialist accommodation

Caravans

1. Applications for new residential caravan sites (that are not covered by Core Strategy Policy CS16 Gypsies, Travellers and Travelling Showpeople or DMP Policy GTT1 Gypsy, Travellers and Travelling Showpeople accommodation) must meet the following criteria:
 - b. The site can be integrated into the local area and co-exist with the local community.
 - c. The site has safe access to the highway and has adequate parking and turning areas.
 - d. The site provides a satisfactory residential environment for its intended occupiers and on-site utility services for the number of pitches proposed.
 - e. The site is not located in an area of high flood risk, including functional floodplains.
 - f. There is adequate local infrastructure and access to appropriate healthcare and local schools.
 - g. The site does not significantly impact on the visual amenity and character of the area or the amenity of neighbouring land uses.

Older people and support needs

2. To provide enough suitable accommodation for older people and for people with other support needs:
 - a. The Council will support proposals that are easily accessible to shops, public transport, community facilities and services appropriate to the needs of the intended occupiers.
 - b. The loss of existing care homes, housing for older people and housing for people with

Policy DES7: Specialist accommodation (continued)

support needs will be resisted unless adequate alternative provision is provided locally, or evidence is provided that there is no longer a need for the facilities or it is not viable for continued care home use.

- c. Developments should be of a high quality, including adequate amenity space and where appropriate should take into consideration opportunities for sitting, socializing, gardening and active leisure pursuits.
- d. To meet the need for affordable accommodation within the borough:
 - i. Where accommodation falls into C3 use class, the Council will negotiate to secure the provision of affordable housing in accordance with Policy DES6.
 - ii. Where accommodation falls into C2 use class, the Council will encourage applicants to incorporate provision of, or contribution towards, affordable rooms or care packages that meet strategic requirements for elderly care.

Accessible and adaptable housing

3. All new housing developments will be expected to provide accessible housing in line with the requirements below unless it can be clearly demonstrated that it is not financially viable or that the physical characteristics of the site would make the development unsuitable for older and/or less mobile people:
 - a. On sites of 5 or more homes, at least 20% of homes should meet the Building Regulations requirements for 'accessible and adaptable dwellings'.
 - b. On sites of 25 or more homes, at least 4% of homes should be designed to be adaptable for wheelchair users in accordance with the Building Regulations requirements for 'wheelchair user dwellings'.

Explanation:

- 2.1.38 Providing a range of types of homes encourages more balanced communities. Policy DES7 seeks to secure housing to meet the needs of the following groups:
- 2.1.39 **Caravans:** The Council have a duty to consider the needs of those residing in or resorting to its borough with respect to sites for caravans and the mooring of houseboats. The borough does not have waterways which could accommodate houseboats.
- 2.1.40 The housing needs of travellers have been assessed and are addressed by Core Strategy Policy CS16 and DMP Policy GTT1. Policy DES7 applies to proposals for caravan needs which are not addressed by these two policies.
- 2.1.41 **Older people and those with support needs:** National planning guidance recognises that the need to provide housing for older people is critical given that the increase in the number of household aged 65 and over is projected to account for over half of new households according to national household projections.
- 2.1.42 From a borough perspective, the *DMP Housing for Older People Study (2017)* forecasts potential growth of those over 65 as being between 35% and 50% over the period to 2027, and identifies a significant percentage increase in the proportion of the population over 85 over the same period.
- 2.1.43 In planning for suitable housing for an increasingly elderly population, it is important to recognise the breadth of requirements within this broad group; some will remain in their homes while others will need full-time nursing care, with a variety of specialist accommodation needs in between. The main forms of homes for older people are:
 - Age restricted/age exclusive housing: This does not include any support/care for residents, but is likely to be of a type, or include adaptations, which makes it more suited to older residents.

- Sheltered housing: This includes individual homes with low level support provided by a scheme manager (on site or floating). It often includes a range of communal areas/facilities for residents such as lounges and shared laundry. It is more commonly referred to as 'retirement housing'.
- Enhanced sheltered housing: This is similar to sheltered housing but with the provision of more in-house facilities, services and a range of support for residents.
- Extra care Assisted Living: This comprises a complex of individual self-contained homes which also provide a full range of on-site care options to respond flexibly to increasing individual needs. Schemes often include a range of 'lifestyle' facilities for social and recreational activities.
- Care homes: These provide a residential setting where residents have their own bedrooms. Care homes provide a range of on-site care services, ranging from those which only offer personal care to those providing nursing care, and may be registered for specific needs (such as dementia).

2.1.44 In addition to providing the right type of specialist accommodation to meet the needs of our residents, it is important that care provision is affordable to those who need it. This policy seeks to ensure that affordable housing is secured in line with Policy DES6 for any specialist housing developments falling within C3 use class.

2.1.45 For other types of specialist accommodation, including for example extra-care housing and care homes within C2 use class, it is acknowledged that operations and funding of care are more complex and that, as a result, affordable provision may not be feasible or achievable in all circumstances. However, in view of the challenges of the rising cost of care, the Council wishes to encourage developers and providers to work with stakeholders - including Surrey County Council and care commissioning groups - to explore and bring forward opportunities to provide affordable care within these settings. In this regard, developers are encouraged to engage as early as possible when bringing forward schemes, including through the pre-application process.

2.1.46 Key points summarised from local evidence¹ and consultations are:

- Many older people prefer to stay within their own home as long as possible, something which may be supported further in the future due to technological advances.
- There is a lack of suitable mainstream housing to allow people the option to downsize, whilst remaining in their local area and which caters for the active older person. Evidence indicates that older people are less likely to downsize if the only options available are small, cramped and institutionalised homes, so it is integral that housing targeted at older people is well/ appropriately designed.
- There is significant oversupply of care home bedrooms, some additional need for sheltered housing, and a considerable undersupply of extra care accommodation.

Accessible and adaptable housing:

2.1.47 The needs of people with other specialist care requirements who are not necessarily elderly must also be considered. Support needs include, for example, those with learning difficulties, physical disabilities and/or mental disabilities. Examples of housing options for those with specialist care requirements include:

- Sheltered housing schemes for younger people: Designed for independent living but with extra facilities such as a warden who can be called in an emergency, or communal facilities such as a laundry and lounge.
- Supported housing in the community: Some will only require a small amount of support. A range of stakeholders provide accommodation to meet particular needs, such as for adults with learning disabilities.
- Supported living services: May include provision of suitable or adapted accommodation and some form of personal care.

¹ *Strategic Housing Market Assessment Update (2012) and Housing for Older People Evidence report (2017)*

- 2.1.48 Policy DES7 seeks to deliver a range of types of housing to provide the choice for elderly residents and those with support needs in the borough. This policy seeks to provide accessible homes to enable people to remain in their own homes as their needs evolve whilst also recognising that there is a need to provide some specialist accommodation for those that need more support, whether elderly or not.
- 2.1.49 These homes should be located where there is easy access to amenities such as shops, post offices, medical services, chemists, places of worship and other community facilities such as parks and libraries.
- 2.1.50 In order to assess whether a facility will/would lead to an overconcentration in the area, evidence will be taken into account relevant to the use proposed.
- 2.1.51 This will include whether future residents would be sufficiently supported by primary health care services, requiring - where appropriate - evidence from Clinical Care Groups who are responsible for the planning and commissioning of health care services for their local area.
- 2.1.52 In considering proposals for older people accommodation, account will be taken of whether the facility would lead to the number of beds of residential/nursing/extra care facilities per 1,000 people aged 75+ exceeding the Surrey county average as set out in the *Accommodation with Care and Support – Older People Report (2016)*, or subsequent publications.

Policy DES8: Construction management

The Council will expect all developments to be managed in a safe and considerate manner, in addition to the following requirements:

1. Through the use of conditions, the Council may require Construction Management Statements to be agreed and implemented on a case by case basis. These may be required for:
 - a. Minor and major developments creating new homes and/or commercial space.
 - b. Other forms of development, particularly where the site is constrained or where it is identified that there is a specific risk to highway safety and/or the amenity of neighbouring properties.
2. The Construction Management Statement must address how any development impacts will be managed. The statement should be appropriate to the scale and context of the development but should include:
 - a. Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours, ground contamination and soil pollution, wildlife and features and heritage/archaeology. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - b. Measures to manage traffic and parking impact, highway/pedestrian safety and congestion.
 - c. Information about phasing and co-ordination of works, including timing of deliveries, particularly where there are multiple developments in a single area.
 - d. Information about measures that will be used to protect any on/off-site features, including trees, verges, drains, kerb stones, and footways, that may be damaged due to works and remediation of any subsequent damage.
 - e. Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.

Policy DES8: Construction management (continued)

- f. Means of communication and liaison with neighbouring residents and businesses.
 - g. Hours of work.
3. Any advertisements and signage proposed to be displayed for the duration of construction works – including as part of site hoardings – must be appropriately designed in accordance with DES10. Conditions will be used to secure removal of any temporary advertisements.

Explanation:

- 2.1.53 The construction phase of development can have a detrimental impact on the amenity and safety of neighbours and highway users if managed ineffectively. Whilst some of the disruptive impacts associated with construction fall under different regulatory regimes, some can be dealt with through the planning system.
- 2.1.54 The need for a mechanism to manage construction impacts is often greatest on larger sites where construction durations will be longer and vehicular movements will be greater. However smaller schemes can also generate significant impacts particularly when a number of smaller scale developments are taking place in the same area. Construction Management Statements can help to minimise the impacts of development on highway safety and/or neighbour amenity.
- 2.1.55 Developers are encouraged to use best practice guidance such as that produced by CIRIA on the preparation of Site Environmental Plans and commit to the Considerate Constructors Scheme which is a national initiative to improve the management of construction sites and minimise nuisance caused to neighbours and the general public.

Policy DES9: Pollution and contaminated land

The policy applies borough-wide, although particular attention should be paid within the following designated areas:

- Air Quality Management Areas
 - Noise contours associated with Gatwick Airport
1. For all types of development, across the Borough:
- a. Development will only be permitted where it can be demonstrated that (on its own or cumulatively) it will not result in a significant adverse or unacceptable impact on the natural or built environment (including sensitive habitats); amenity; or health and safety due to fumes, smoke, steam, dust, noise, vibration, smell, light or any other form of air, land, water or soil pollution. Where there would be potential adverse effects from pollution and adequate mitigation cannot be provided, development will not normally be permitted. This includes pollution from construction and pollution predicted to arise during the life of the development. Particular attention should be paid to development within Air Quality Management Areas.
 - b. New development will not normally be permitted where existing fumes, smoke, steam, dust, noise, vibration, smell, light or any other form of air, land, water or soil pollution are unacceptable and there is no reasonable prospect that these can be mitigated against to satisfactory levels. This is particularly relevant for sensitive development such as residential.
 - c. Where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.

Policy DES9: Pollution and contaminated land (continued)

- d. Measures to reduce air pollution will be encouraged.
2. Within areas of poor air quality (as defined by the presence of Air Quality Management Areas) development must be designed to minimise the occupants' or users' exposure to air pollution, both internally and externally.
3. In areas near Gatwick Airport, residential development will be permitted where it can be demonstrated that the noise levels will not have a significant adverse effect on the proposed development. Proposals for residential development on sites falling within the 57 dB LAeq (07:00 to 23:00) or 48 dB LAeq (23:00 to 07:00) noise contours for Gatwick Airport must:
 - a. Be accompanied by a full noise impact assessment.
 - b. Demonstrate that, through satisfactory design, mitigation and/or attenuation measures, future occupants would not be subject to unacceptable noise disturbance both within buildings and externally.

Explanation:

- 2.1.56 Well-designed development must consider the surrounding environment. This includes both the impact of that development on the surrounding area, properties and residents, but also the impact of the environment on that development.
- 2.1.57 Mitigation is an important aspect in making some developments acceptable, and examples can include green buffers (tree planting), siting of sensitive uses away from the street frontage/source of pollution and design measures such as higher insulation.
- 2.1.58 With regard to sensitive development, the most sensitive will be residential but other uses may also be sensitive to high noise levels.
- 2.1.59 Gatwick Airport is located adjacent to the boundary of Reigate and Banstead, in the borough of Crawley. As such, there is potential for the airport to impact upon residents in this borough. The use of 57 dB LAeq (07:00 to 23:00) or 48 dB LAeq (23:00 to 07:00) as thresholds in clause (3) of Policy DES10 is based on Airport Noise Contour Maps produced by the Civil Aviation Authority (CAA) and on the recognition in the *Aviation Policy Framework (2013)* that 57 dB of daytime aircraft noise marks the approximate onset of significant community annoyance.
- 2.1.60 To ensure consistency with Crawley Borough Council, the Council is using the noise contours in the CAA ERCD Report 0308 which models the impact of a second runway. This document should be used to inform planning applications, particularly in the south of the borough, until such time as this report is superseded by subsequent noise contours published by the CAA.

Policy DES10: Advertisements and shop front design

1. Proposals for advertisements and their supporting structures will be considered favourably where they:
 - a. Do not harm the character and appearance of the locality, taking account of overall impact, individually and cumulatively with existing advertisements.
 - b. Do not add unacceptable street/visual clutter.
 - c. Do not compromise highway or pedestrian safety.
 - d. Would not have an adverse impact on the character, features and appearance of a conservation area, heritage asset or valued landscape.
 - e. Would not harm the aural or visual amenity of occupiers of neighbouring residential development.

Policy DES10: Advertisements and shop front design (continued)

2. Advertisements and signage should be of an appropriate size and design to complement and enhance the appearance, character and vitality of an area.
3. Proposals for shop fronts, fascias and advertisements on buildings should be designed to respect the entire elevation and proportions of the building and/or its shop front frame, taking account of any architectural features, and should be complementary to the street scene in general.
4. If illumination is proposed, this should be provided in a discreet and subdued manner, without overly dominant fittings, clutter or cables. Lighting should be limited to the advertisement element (logos and words) and not the full width of the fascia. Illumination will be carefully controlled in primarily residential areas.

Explanation:

- 2.1.61 Advertisements can serve a useful purpose, but by their nature are visually prominent. This is acceptable in some locations, however can be harmful in other locations where advertisements can detract from the visual quality or coherence of an area or contribute to visual clutter.
- 2.1.62 To ensure that the Council can minimise nuisance that could be caused by bright advertisements, it will use the guidelines of the Institute of Lighting Engineers to determine appropriate levels of illumination. Policy DES10 is supported by supplementary planning guidance which provides further detail regarding shop front design.

2.2 Section 2: Open space and recreation

What the Core Strategy says

2.2.1 The Core Strategy Vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where:people take personal responsibility, and enjoy active, healthy and diverse lifestyles; [and] the environment, and green space, is maintained and enhanced for the future.”

2.2.2 The Core Strategy Objectives:

SO5: To increase opportunities for pursuing a healthy lifestyle, by maintaining and enhancing recreational facilities which encourage walking and cycling.

SO7: To keep and enhance the identified character and separate identities of the borough’s towns and other urban areas.

SO8: To safeguard and promote biodiversity and wildlife corridors at a local level, as well as on designated sites, through responsible and positive design management.

2.2.3 Core Strategy Policies

- *Policy CS2: Valued landscapes and the natural environment*
- *Policy CS10: Sustainable Development*
- *Policy CS12: Infrastructure delivery*

2.2.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to open space and recreation, the DMP sets out the following objectives and policies:

DMP objectives and policies with regard to open space and recreation

DMP objective

Policy

SC4: Protect the most valuable open space within the urban areas

OSR1: Urban open space

OSR2: Open space in new developments

SC5: Encourage the provision of open space as part of new developments, and where appropriate new outdoor sport and recreation provision

OSR3: Outdoor sport and recreation

Policy OSR1: Urban Open Space

For designated Urban Open Space:

1. Proposals which directly complement and enhance the value and use of the Urban Open Space for recreation, biodiversity and/or nature conservation will be looked upon favourably provided that the predominant open character of the space is maintained.
2. Any other development which would result in the full or partial loss of designated Urban Open Space will only be permitted in exceptional circumstances, where any loss of openness resulting from the proposed development would not have an adverse effect on local character, visual amenity or ecological value; and either:
 - a. There is clear evidence to demonstrate that the site is surplus to requirements and does not make a significant contribution to the recreational, community, ecological or amenity value of the area
 - b. Provision is made for appropriate and suitably located replacement open space of the same type and of at least equivalent quality and/or quantity. Replacement open spaces should be located as close to the lost open space as possible
 - c. The proposal is for alternative sports and recreational provision which clearly outweighs the loss of the open space; or
 - d. The proposal is for the expansion of an existing school, the need for which clearly outweighs the loss of the urban open space.
3. Planning conditions and/or obligations will be used to secure the timely delivery of any agreed enhancements or alternative provision.

Explanation:

- 2.2.5 Urban Open Spaces make an important contribution to the environmental quality of the borough. Such spaces are an important part of the green fabric of the borough, often fulfilling multiple purposes (for example, recreational use, biodiversity value, visual contribution to the character of an area, food production).
- 2.2.6 These spaces are often also subject to development pressures. A policy to safeguard the most important Urban Open Spaces, and ensure they continue to benefit current and future residents, is therefore important.
- 2.2.7 The policy recognises, however, that in some exceptional circumstances development on urban open space might be acceptable, for example where this land is no longer required or the proposal would provide community benefit which would outweigh the loss of the open space. Policy OSR1 allows for exceptional circumstances to be demonstrated where certain specific criteria can be satisfied.
- 2.2.8 It is proposed that the Council takes a proactive, positive and collaborative approach to meeting the requirements of local schools: this reflects the importance which national policy places on the potential need to expand and alter schools.

Policy OSR2: Open space in new developments

1. New housing developments will be required to make suitable provision for public open space, sport and recreational facilities as set out below:
 - a. Open space provision should be provided in line with the following standards:
 - i. For sites of 830 homes or more, allotment plots should be provided at a standard of 10 plots/1,000 people.

Policy OSR2: Open space in new developments (continued)

- ii. For sites of 460 homes or more, natural and semi-natural greenspace should be provided at a standard of 1.8ha/1,000 people.
 - iii. For sites of 25 homes or more, amenity greenspace should be provided at a standard of 0.8ha/1,000 people.
 - b. Outdoor sports provision should be provided at a standard of 1.6ha/1,000 people of which 1.2ha/1,000 should be pitch sports for sites of 290 homes or more.
 - c. Recreational facilities should be provided in line with the following standards:
 - i. For sites of 35 homes or more, children's play facilities should be provided at a standard of 0.25ha/1,000 people including:
 - I. For sites of 35 homes or more, at least 1 LAP.
 - II. For sites of 265 homes or more, at least 1 LAP and 1 LEAP.
 - III. For sites of 600 homes or more, at least 1 LAP, 1 LEAP and 1 NEAP.
 - ii. For sites of 200-500 homes, 1 MUGA should be provided.
 - iii. For sites of 500 or more homes, youth facilities should be provided at a standard of 0.3ha/1,000 people.
 - d. The above standards should be taken as a minimum but may vary on a case by case basis taking into account the specific circumstances.
2. In exceptional circumstances, the Council may negotiate a financial contribution to secure off-site provision or enhancements elsewhere in lieu of on-site provision.
3. Any provision made as part of new developments will be expected to meet relevant local or national quality standards, be designed as an integral part of the development and include appropriate measures for on-going management and maintenance.
4. On housing sites over 100 homes, including sustainable urban extensions, open space requirements and how they are to be delivered will be established on a case by case basis, using the standards above as a minimum starting point.
5. Once provided, new open space will be treated as though designated as urban open space and Policy OSR1 will apply.
6. The design of new open spaces should seek opportunities to anticipate future climate change impacts.

Explanation:

- 2.2.9 As the population of the borough grows, increased public open space provision will be needed to ensure that existing and future residents continue to have access to high quality open space and opportunities for recreation close to their homes. This policy will secure additional provision from larger housing developments to ensure open space keeps pace with development. The standards are underpinned by national guidance from Fields in Trust and the Council's *Open Space, Sports and Recreation Assessment (2017)*, taking into account the need for the open space provided to be of a useable size.
- 2.2.10 Amenity space refers to informal green spaces suitable for casual enjoyment or informal recreation/play and should be provided in addition to private garden space and be accessible for use by all residents. Once provided, open space within new developments will be treated as though designated as urban open space to reflect the important role of new open space in managing the impacts of new development.

- 2.2.11 Exceptional circumstances, as referred to in clause (2) of Policy OSR2, may include when there is open space provision in close proximity to the proposal site which could provide for the development, with necessary improvements to support this funded through developer contributions.
- 2.2.12 There is growing recognition of the role that open space can play in mitigating the impacts of climate change and allowing for adaptation to changing climates. As such, opportunities to build resilience into new open spaces should be explored, for example through water storage, carbon absorption and shading.

Policy OSR3: Outdoor sport and recreation

Proposals for new or upgraded provision for outdoor sports and recreation, including buildings, structures, synthetic pitches and play equipment should:

1. Be of a scale and form which is appropriate to their location.
2. Be designed and sited to minimise visual obtrusion, light pollution and noise and to ensure that the amenity of neighbouring properties would not be adversely affected.
3. Preserve the openness of the Green Belt and not conflict with the purposes of including land within it.
4. Not have an adverse effect on the features of nature conservation, geology and biodiversity value or landscape value character of the site.

Explanation:

- 2.2.13 Access to opportunities for outdoor sport and recreation can make an important contribution to the health and well-being of communities. However, some locations - particularly on the urban fringe and in the countryside - can be sensitive to the change in character and provision of structures associated with such facilities. Policy OSR3 will ensure that outdoor sport and recreation provision is appropriately located and sensitively designed. Design guidance for sports facilities is available from Sports England.

2.3 Section 3: Transport, access and parking

What the Core Strategy says

2.3.1 The Core Strategy Vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: ...neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options; [and] people take personal responsibility, and enjoy active, healthy and diverse lifestyles.”

2.3.2 The Core Strategy Objectives:

SO5: To increase opportunities for pursuing a healthy lifestyle, by maintaining and enhancing recreational facilities which encourage walking and cycling

SO14: To tackle congestion, pollution and greenhouse gas emissions of private car use by promoting sustainable modes of transport to promote healthier lifestyles

2.3.3 Core Strategy Policies

- *Policy CS12: Infrastructure delivery*
- *Policy CS17: Travel options and accessibility*

2.3.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to transport, access and parking, the DMP sets out the following objectives and policies:

DMP objectives and policies transport, access and parking

DMP objective

Policy

SC6: Require new developments to provide adequate parking, whilst recognising the need to encourage sustainable transport choices, particularly in the most accessible locations

TAP1: Access, parking and servicing

TAP2: Airport car parking

SC7: Ensure new developments are served by safe and well-designed access for vehicles, pedestrians and cyclists

Policy TAP1: Access, parking and servicing

1. All types of development, across the borough, will be required to:
 - a. Provide safe and convenient access for all road users, taking account of cumulative impacts, in a way which would not:
 - i. Unnecessarily impede the free flow of traffic on the public highway, or compromise pedestrians or any other transport mode, including public transport and cycling.
 - ii. Materially exacerbate traffic congestion on the existing highway network.
 - iii. Increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road users.
 - b. Incorporate a highway design and layout that:
 - i. Complies with currently adopted highway standards and guidance (including roads

Policy TAP1: Access, parking and servicing (continued)

- which will not be adopted by the Highways Authority, unless evidence can be provided to clearly demonstrate a scheme would be safe and accessible).
- ii. Provides adequate access in particular with regard to circulation, manoeuvring, turning space, visibility splays and provision for loading/unloading for an appropriate range of vehicles.
 - iii. Allows for access by service vehicles (including refuse vehicles) and emergency vehicles at all times without restriction, including adequate width to ensure there is no obstruction from parked vehicles. On existing road layouts, new development must not materially worsen the existing access for service and emergency vehicles and look to improve it where possible.
 - iv. Achieves a permeable highway layout, connecting with the existing highway network safely and includes safe access for pedestrians and cyclists.
 - v. Provides sufficient visibility and lighting for the safe and convenient use of the roads, cycle tracks, paths and parking places.
- c. Include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could include on-street parking surveys, evidence of parking demand, and/or further information on accessibility. Development should not result in unacceptable levels of on-street parking demand in existing or new streets.
 - d. If the development would result in the loss of existing car parking spaces, demonstrate that there is no need for these car parking spaces.
 - e. Incorporate pedestrian and cycle routes within and through the site, linking to the wider sustainable transport network where possible, especially in and to the borough's town centres.
 - f. Provide electric vehicle charging points.
 - g. Remove any dropped kerbs and crossovers made redundant by the development and reinstate the footway/verge.
2. Planning applications will be looked upon favourably unless they would have an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe, taking into account proposed mitigation.
 3. For all developments likely to generate significant amounts of movement, a Transport Assessment or a Transport Statement will be required.
 4. Provision of the following should be considered and are encouraged in new development:
 - a. Shared use of private parking provision for public parking when not in use.
 - b. Initiatives to increase travel by more sustainable options and help reduce the impact and frequency of travel by individual private car journeys (such as car pools/car clubs) to and from the development.

Explanation:

- 2.3.5 As the population grows, both within the borough and in surrounding areas, increasing demand for travel from those who live and work in the borough, and from those who visit is inevitable. New development has a role to play in ensuring that this increased demand for travel does not adversely affect the efficiency and safety of the local transport network.
- 2.3.6 Proposals for new development should therefore include consideration of the impact of development on the transport network at a site wide level as well as consideration of the cumulative impacts on the wider area. Where possible, new development should link with the existing wider sustainable transport network (for example bus routes and existing cycle paths)

in order to provide a range of options for sustainable travel and to encourage more sustainable travel.

- 2.3.7 This policy recognises that new developments need to manage travel demand and to make travel by sustainable modes more attractive and accessible – such an approach can be informed by guidance such as *Sport England's Active Design Guidance (2015)*. However, the policy also recognises that car travel will continue and therefore appropriate parking provision is necessary to ensure that parking does not detract from character, make roads unsafe for other road users, nor put pressure on local roads.
- 2.3.8 Good design and implementation is important, including for access and servicing, to minimise impact on the street scene and protect public safety. As part of this, developers will be expected - as part of their development - to remove any dropped kerbs and crossovers made redundant by the development and reinstate the footway/verge.

Policy TAP2: Airport car parking

Proposals for additional or replacement airport related parking, including long and short term parking for passenger vehicles, will not be permitted.

Explanation:

- 2.3.9 Although provision needs to be made for passengers to access the airport by a variety of means, sites within the airport boundary provide the most sustainable location for long-stay car parking as they are close to terminals and can help reduce the need for additional trips. The airport operator is responsible for meeting targets for modal shift and public transport use to access the airport; a policy which controls the extent of airport related parking is therefore justified to help encourage the use of alternatives. The Council will continue to work with relevant adjoining authorities and the airport operator on these matters.

2.4 Section 4: Climate change resilience and flooding

What the Core Strategy says

2.4.1 The Core Strategy Vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: ...the wellbeing of communities is supported by accessible health, leisure, education and information services; [and] the environment and greenspace is maintained and enhance for the future.”

2.4.2 The Core Strategy Objectives:

SO10: To require that developments conserve natural resources, minimise greenhouse gas emissions and help reduce waste, and are adaptable to climate change (including the risk from flooding).

2.4.3 Core Strategy Policies

- *Policy CS10: Sustainable development*

2.4.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to climate change resilience and flooding, the DMP sets out the following objectives and policies:

DMP objectives and policies with regard to climate change resilience and flooding

DMP objective

Policy

SC8: Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and renewable energy technologies.

CCF1: Climate change mitigation

CCF2: Flood risk

SC9: Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase flood risk elsewhere or result in a reduction in water quality.

Policy CCF1: Climate change mitigation

1. New residential developments must:
 - a. Meet the national water efficiency standard of 110litres/person/day.
 - b. Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.
2. New non-residential developments of 1,000 square metres or more of gross floorspace should include renewable or low-carbon energy generation to provide 10% of the expected energy usage of the development, unless it can be demonstrated not to be viable. This could be through renewable energy technologies (i.e. solar photovoltaics), implementation of or connection to a district heating network, or any other method that demonstrably reduces carbon emissions from energy usage.
3. The Council will support developments that make provision for on-site micro-generation.
4. The design of buildings should maximise opportunities for energy saving (e.g. orientation of the building to achieve solar gain), unless this conflicts with other policies.
5. The use of sustainable construction methods and materials will be encouraged.

Explanation:

- 2.4.5 The borough has a role to play in mitigating climate change, including by contributing to national targets to reduce carbon emissions.
- 2.4.6 The Core Strategy refers to mitigation, for example the generation of renewable energy, stating that the Council should take every opportunity to 'design in' sustainability in developments. Sustainable construction methods and materials, such as the use of recycled or secondary aggregates, are required by Core Strategy Policy CS10. The Core Strategy also specifically calls for district heating possibilities to be explored for strategic developments and major developments.
- 2.4.7 Policy CCF1 requires both residential and non-residential development to aim for high standards of energy efficiency and the inclusion of renewable energy technologies, while providing flexibility and choice to ensure new developments can remain viable.
- 2.4.8 The requirement to meet the higher water efficiency standard is in recognition of the advice of both Thames Water and Sutton & East Surrey Water (now SES Water) that this standard should be adopted by local authorities in the South East. This is based on Environment Agency findings that much of the South East of England is an area of water stress.
- 2.4.9 The requirement for improvements in energy efficiency are based on the Written Ministerial Statement of 25 March 2015, which stated that local authorities can require energy efficiency standards equivalent to Level 4 of the now withdrawn Code for Sustainable Homes, as this will be the level at which a future update to the Building Regulations will be set. This level is consistent with that set in the Core Strategy when the Code for Sustainable Homes was still in force.
- 2.4.10 Climate change adaptation and mitigation is a thread that runs throughout the DMP, building on Core Strategy Policies CS10: Sustainable development; CS11: Sustainable construction; and CS17 Travel options and accessibility. DMP policies relevant to climate change adaptation and mitigation include Policies DES1: The design of new development; DES5: Delivering high quality homes; TAP1: Access, parking and servicing; NHE1: Landscape protection; NHE3: Protecting trees, woodland areas and natural habitats; and NHE4: Green and Blue Infrastructure.

Policy CCF2: Flood risk

1. Development proposals must avoid areas at risk of flooding where possible and prioritise development in areas with the lowest risk of flooding. The Sequential Test shall be undertaken for developments in Flood Zones 2 and 3 except where exempt in accordance with the requirements of the NPPF and Planning Practice Guidance. Development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. Where necessary the Exception Test must also be satisfied in line with national guidance.
2. Sites within Flood Zones 2 and 3, sites within Flood Zone 1 which are greater than 1 hectare in area, and sites with critical drainage problems or where a proposed development will result in a vulnerable development being subject to other sources of flooding, will be required to carry out a site-specific Flood Risk Assessment (appropriate to the scale of the development). Where a Flood Risk Assessment is required, it should:
 - a. take account of the impacts of climate change over the lifetime of the development
 - b. demonstrate that the development will be safe for its lifetime taking account of the vulnerability of the proposed use; and
 - c. take account of the advice and recommendations set out in the Council's Strategic Flood Risk Assessment.
3. Proposals must not increase the existing and future risk of flooding elsewhere. Where possible, proposals should seek to secure opportunities to reduce both the cause and impact of flooding for existing and proposed development.
4. Development should reduce surface water run-off rates using Sustainable Drainage systems where necessary, suitable to the scale and type of development. Where Sustainable Drainage Systems are proposed, schemes should include appropriate arrangements for the ongoing maintenance for the lifetime of the development.

Explanation:

- 2.4.11 Flood risk (whether fluvial, surface water, groundwater, sewer, pluvial, or from reservoir failure), affects a number of areas within the borough, including key regeneration areas, and in these areas is a key consideration for new developments. Whilst there is a need to make best use of land in the borough, a policy is required to ensure that this is balanced with the need to ensure new development is designed safely and will not worsen the risk of flooding for others.
- 2.4.12 The Council has undertaken a *Strategic Flood Risk Assessment (2017)* to understand the flood risk in the borough from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development² in the area will have on flood risk. This document should be taken into account when preparing applications for sites within Flood Zones 2 and 3, sites within flood zone 1 which are greater than 1 hectare in area, sites with critical drainage problems or where a proposed development will result in a vulnerable development being subject to other sources of flooding, which require preparation of a Flood Risk Assessment.
- 2.4.13 In particular, climate change allowances should be factored into the design of a scheme and information on these measures should be submitted with an application, including consideration of national sensitivity ranges for rainfall intensity and peak river flows as appropriate.
- 2.4.14 For site specific Flood Risk Assessments, advice on the scope of the Flood Risk Assessment required should be sought from the Environment Agency, and from Surrey County Council as the Lead Local Flood Authority for the area.

² Planning Practice Guidance Paragraph: 066 Reference ID: 7-066-20140306 for the Flood Risk Vulnerability classifications

- 2.4.15 Applicants should be aware that future flood alleviation schemes within the borough could alter the risk of flooding in locations where these have been completed.
- 2.4.16 Future flood alleviation schemes currently include the Environment Agency's 6 year capital investment programme including projects in the following locations:
- Redhill
 - Reigate town centre
 - Burstow Stream catchment at East Horley
 - South Earlswood
- 2.4.17 Details of Flood Alleviation Schemes can be found in the Council's Strategic Flood Risk Assessment (2017).
- 2.4.18 Where a Sequential Test or Exceptions Test is needed, these should accord with national guidance³.
- 2.4.19 Where the area may be subject to other sources of flooding, it may be necessary to consult other bodies involved in flood risk management, as appropriate.
- 2.4.20 Development proposals should take into account the objectives of the Water Framework Directive and accord with the findings of the *Gatwick Sub Region Water Cycle Study (2011)*.
- 2.4.21 Sustainable Drainage Systems (SuDS), where appropriate, can be an integral tool in managing surface and ground water. The use of SuDS should be investigated for schemes proposed in areas at risk of flooding and major schemes as a minimum. However, the policy encourages these to also be considered for other development as this can help with reducing the effect on the quality and quantity of run-off from a development, and provide amenity and biodiversity benefits.
- 2.4.22 Natural flood management measures can help slow, store and filter floodwater, and are often used in conjunction with more traditional engineering techniques. Environmental, social and other benefits can be provided simultaneously with reducing flood risk. Along with making existing flood defences more resilient to climate change, it can help achieve Water Framework Directive, Floods Directive and biodiversity goals at the same time.

³ www.gov.uk/government/uploads/system/uploads/attachment_data/file/6000/2115548.pdf

2.5 Section 5: Protecting the natural and historic environment

What the Core Strategy says

2.5.1 The Core Strategy Vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: ... the environment and green space is maintained and enhanced for the future.”

2.5.2 The Core Strategy Objectives:

SO4: To achieve an overarching, multi-functional framework which links existing and planned communities through a connected, easily accessible greenspace network, whilst also respecting the ecological and cultural heritage of the borough, the role of the Green Belt and the promotion of local distinctiveness.

SO6: To maintain and enhance the borough’s valued landscapes, historic, built and natural environment including habitats and species and heritage assets.

SO8: To safeguard and promote biodiversity and wildlife corridors at a local level, as well as on designated sites, through responsible and positive design management.

2.5.3 Core Strategy Policies

- *Policy CS2: Valued landscapes and the natural environment*
- *Policy CS3: Green Belt*
- *Policy CS4: Valued townscapes and the historic environment*
- *Policy CS10: Sustainable development*

2.5.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to protecting the natural and historic environment, the DMP sets out the following objectives and policies:

DMP objectives and policies with regard to protecting the natural and historic environment

DMP objective

Policy

SC10: Ensure new development protects, and enhances wherever possible, the borough's landscapes and biodiversity interest features, providing the highest degree of protection to internationally and nationally designated areas

NHE1: Landscape protection

NHE2: Protecting and enhancing biodiversity and areas of geological importance

NHE3: Protecting trees, woodland areas and natural habitats

SC11: Maximise the contribution of new development to a comprehensive green infrastructure network across the borough

NHE4: Green and blue infrastructure

SC12: Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use

NHE5: Development within the Green Belt

NHE6: Reuse and adaptation of buildings in the Green Belt and the Rural Surrounds of Horley

NHE7: Rural Surrounds of Horley

NHE8: Horse keeping and equestrian development

SC13: Conserve and enhance heritage assets across the borough, supporting their continuing viable use and cultural benefits

NHE9: Heritage assets

Policy NHE1: Landscape protection

1. With regard to the Surrey Hills Area of Outstanding Natural Beauty (AONB):
 - a. Great weight will be attached to the impact that development proposals would have on the landscape and scenic beauty of the AONB;
 - b. Proposals for major development within the AONB will only be supported in exceptional circumstances where it is demonstrated as being in the public interest, in accordance with national policy.
 - c. Proposals must conserve and enhance the landscape and scenic beauty of the AONB and development proposals outside its boundaries must have regard to protecting its setting.
 - d. Proposals should have regard to the current Surrey Hills AONB Management Plan.
2. The principles set out in Policy NHE1(1) above apply in the Area of Great Landscape Value (AGLV), as designated on the Policies Map, until such a time as the Surrey Hills AONB Boundary Review is completed which may extend the AONB into land currently designated AGLV. Any AGLV remaining after the AONB Boundary Review will thereafter be treated as a local landscape designation.
3. Development proposals located between Horley and Gatwick Airport must ensure that a

Policy NHE1: Landscape protection (continued)

physical visual break is retained through the protection and intensification of existing tree/hedgerow belts and other landscape measures including introducing a suitable and distinct landscape buffer to reinforce the identity and separateness of the settlement of Horley from Crawley and Gatwick Airport. Development proposals must also have regard to the open setting of Gatwick Airport consistent with adopted planning policies in adjoining areas. This is reflected on the policies map with the designation of Gatwick Open Setting.

4. Throughout the borough, development proposals must:
 - a. Respect the landscape character and landscape features of the locality.
 - b. Have particular regard to potential impacts on ridgelines, public views and tranquillity, and the effects of light pollution.
 - c. Be of a design, siting and scale that is complementary to the landscape and its surroundings.
 - d. Use appropriate external building materials, particularly in terms of type and colour, to avoid the development appearing conspicuous in the landscape.
 - e. Demonstrate how opportunities have been taken to enhance the immediate and wider setting of the development.
 - f. Seek to protect the best and most versatile agricultural land.
5. Minor development that would assist in the continuation or establishment of rural businesses or benefit the social and economic wellbeing of rural communities will be supported providing it does not conflict with the aims of conserving and enhancing the natural beauty of the landscape.
6. Proposals for renewable energy developments, in particular wind turbines and solar farms, will only be permitted where their impact (visual and noise) would not harm the landscape or undermine the intrinsic character and beauty of the countryside.

Explanation:

- 2.5.5 The varied and diverse landscapes of Reigate and Banstead play a key role in defining the borough's character and are an important part of what makes the borough an attractive place to live, work in and visit. This policy recognises the need to afford the AONB with the highest level of protection in accordance with national policy and the importance of the AGLV, particularly in light of the impending review of the Surrey Hills AONB.
- 2.5.6 The Core Strategy allows for new local landscape designations where evidence demonstrates these are necessary. The opportunity to designate such areas will be taken as appropriate once the AONB boundary review (being undertaken by Natural England) is complete should such designations be needed to protect high quality areas that fall outside any revised AONB boundary. This will be carried out, where appropriate, in cooperation with adjoining local authorities.
- 2.5.7 Development proposals within and in close proximity to the AONB will be expected to have regard to Surrey Hills AONB Management Plan.
- 2.5.8 The policy will help ensure that valued and attractive landscapes elsewhere in the borough are protected and enhanced. Policy NHE1 is supported by a *Green Infrastructure Strategy and Action Plan (2017)*.

Policy NHE2: Protecting and enhancing biodiversity and areas of geological importance

The following spatial designations are relevant:

- Natura 2000 sites (including the Mole Gap to Reigate Escarpment SAC)
 - Sites of Special Scientific Interest (SSSIs)
 - Sites of Nature Conservation Importance (SNCIs)
 - Potential Sites of Nature Conservation Importance (PoSNCIs)
 - Regionally Important Geological Sites (RIGSs)
 - Local Nature Reserves (LNRs)
 - Biodiversity Opportunity Areas (BOAs)
1. Internationally designated sites, (Natura 2000 sites), including the Mole Gap to Reigate Escarpment SAC, will be afforded the highest level of protection. Development proposals which are likely to have a significant effect on these sites, either individually or in combination with other development, must be accompanied by an Appropriate Assessment, and will only be permitted where it is demonstrated that:
 - a. proposed development will not have an adverse effect on the integrity of the site, or
 - b. where adverse effects are predicted, it is demonstrated that:
 - i. there are imperative reasons of overriding public interest for permitting the development
 - ii. there are no satisfactory alternative sites or solutions; and
 - iii. any impacts will be suitably mitigated.
 - c. New major development on sites that may support commuting and foraging habitat (including mature vegetative linear features such as woodlands, hedgerows) within 3.5km of Mole Gap to Reigate Escarpment, should have due regard to the possibility that Bechstein's Bat will be utilising the site. Such proposals will be required to incorporate relevant surveys and ensure that key features (foraging habitat and commuting routes) are retained or appropriately mitigated, in addition to a suitable buffer to safeguard against disturbance.
 - d. Proposals for improved countryside access which would divert recreational pressure away from the Mole Gap to Reigate Escarpment SAC, particularly those parts which are subject to overuse, will be supported, subject to the wider protection of biodiversity interest features.
 2. Development likely to have an adverse effect on the special interest features of a SSSI will only be permitted where it is demonstrated that the benefits of the development in that location clearly outweigh the impacts on the special interest feature and on the national network of SSSI, and any impacts will be suitably mitigated.
 3. Development likely to have an adverse effect upon any site designated as a SNCI, RIGS or a LNR will only be granted where:
 - a. the need for, and benefits of, the development on that site clearly outweigh the impacts on nature and geological conservation features and community value; and
 - b. it is demonstrated that adequate mitigation of, or as a last resort, compensation for, the impact of the development will be put in place.

Policy NHE2: Protecting and enhancing biodiversity and areas of geological importance (continued)

4. Development within or affecting PoSNClS will require an assessment to identify the ecological and nature conservation value of the site and the environmental impact of the proposed development, prepared by a specialist consultant or other competent body. If this assessment identifies that the site contains features that align with the Surrey SNCl selection criteria then the conditions of clause 3 above must be met.
5. Throughout the borough, and especially within BOAs, development proposals will be expected to:
 - a. retain and enhance other valued priority habitats and features of biodiversity importance; and
 - b. be designed, wherever possible, to achieve a net gain in biodiversity. Where a development will impact on a priority habitat or species, or protected species, and mitigation cannot be provided on site in an effective manner, developers may be required to offset the loss by contributing to appropriate biodiversity projects elsewhere, in a location agreed with the Council.
6. Development opportunities where the primary objective is to conserve or enhance biodiversity will be considered favourably.

Explanation:

- 2.5.9 The borough contains a number of sites that are recognised as being of international, national or local importance in providing habitats for a range of species, some endangered, and examples of interesting geology. This policy protects these most valued sites in line with national policy.
- 2.5.10 The policy also recognises the role which more commonplace habitats can play in promoting biodiversity and seeks to encourage a net gain in biodiversity across the borough. Examples of how this can be achieved include use of green roofs, green walls, appropriate planting, bird and bat boxes or other methods where appropriate. This policy is supported by the *Green Infrastructure Strategy and Action Plan (2017)*.
- 2.5.11 Designated SNClS have been surveyed and found to satisfy criteria based on national guidelines. Some potential SNClS have also been identified which require further investigation. On the basis of the information available, it is likely that some of these sites contain flora or fauna of county nature conservation importance. Should there be proposals on or adjacent to such sites, a proper site survey will be necessary to establish its true nature conservation value. In assessing the value of these sites reference should be made to the Surrey Wildlife Trust's *Guidance for the Selection of SNClS (2008)*.
- 2.5.12 The scale of the buffer referred to in NHE2 (1)(c) will need to be determined on a case-by-case basis, informed by bat activity survey work and would take account of bat sensitivity to disturbance/artificial lighting and the natural screening provided by existing surrounding vegetation. It would need to be devised in consultation with the Council (in addition to Natural England, as required).

Policy NHE3: Protecting trees, woodland areas and natural habitats

The policy applies across the borough; although, the following features and spatial designations are particularly relevant:

- Ancient woodland areas
 - Trees, either individually or in groups/areas, protected by Preservation Orders
 - Conservation Areas
 - Mole Gap to Reigate Escarpment SAC Core Sustenance Zone of Bechstein's Bat (*Myotis bechsteinii*)
1. Where relevant, new development proposals will be required to include an assessment of existing trees and landscape features on site, including their suitability for retention. This assessment should also include consideration of the impact on habitats beyond the site boundary.
 2. Development resulting in the loss of or the deterioration in the quality of a protected tree or hedgerow (including trees covered by protection orders, protected hedgerows, trees in Conservation Areas, Ancient Woodlands, aged and veteran trees outside Ancient Woodland and trees classified as being of categories A or B in value), will be refused unless the need for, and benefits of, development in that location clearly outweigh the loss. This will be assessed on a case by case basis commensurate with the value of the feature.
 3. Unprotected but important trees, woodland or hedgerows with ecological, amenity or other value should be retained as an integral part of the design of development except where their long-term survival would be compromised by their age or physical condition or there are overriding benefits of their removal.
 4. Where loss of features described in 2 and 3 above are permitted, this will be subject to adequate compensatory provision commensurate to that which is lost. This should be provided on site where possible, but off site provision will also be considered in exceptional circumstances.
 5. Where replacement tree and hedge planting is required, appropriate species of trees should be used and sufficient space must be provided at the design stage for tree provision, including space to allow trees to reach their optimum size.
 6. A buffer zone will be required between ancient woodland sites and the boundary of adjacent new developments. Back gardens will not be considered part of these buffer zones.

Explanation:

- 2.5.13 Trees, hedges and woodland areas make a particularly valuable contribution to the character and visual amenity of the borough, both in the townscape and the landscape. They can also be valuable for biodiversity, providing important habitats for local wildlife and as part of wildlife corridors; and are important for flood resilience. A policy is therefore required to safeguard valuable tree cover, and ensure that, through good design and best practice, these features are protected and enhanced as an integral part of new development.
- 2.5.14 Irreplaceable habitats, including Ancient Woodland, are protected from development that would harm their historical, amenity, landscape or ecological value. Policy NHE3 requires an assessment of existing trees and landscape features for their suitability for retention to be supported by arboricultural submissions which comply with British Standard 5837 and are provided by a suitably qualified arboriculturalist.
- 2.5.15 Where buffer zones are required to protect woodland features, back gardens may not be considered as part of the buffer zone, because they could be paved, decked, or otherwise altered in the future without the need for planning permission.

- 2.5.16 The Mole Gap to Reigate Escarpment SAC supports a population of Bechstein's bat (*Myotis bechsteinii*). Bechstein's bats roosting within the Mole Gap to Reigate Escarpment SAC rely on land outside of the site boundaries. This is in part because they are a highly mobile species. Land which is required to sustain species associated with a Natura 2000 site is referred to as 'functional linkage'.
- 2.5.17 Where impacts to 'functional linkage' could result in significant effects to the bat populations associated with the SAC, full consideration needs to be undertaken under the Habitats Regulations (in the same way as habitat in the SAC). A 3.5km Core Sustainance Zone (CSZ) is put in place to protect the 'functional linkage' from any development that has potential to impact greenfield sites or existing mature vegetation lines (trees and hedgerows) and/or river bank corridors and potentially to impact upon the commuting and foraging routes of bats for which these sites are designated. This could include direct loss of habitat and light and sound/vibration pollution.

Policy NHE4: Green and blue infrastructure

1. The Council will work with landowners, land managers and stakeholders to secure the provision of a multi-functional green and blue infrastructure network by:
 - a. Resisting the loss of existing public open space. Where this is urban open space the criteria within OSR1(2) must be met to justify the loss.
 - b. Ensuring best management practice of multi-functional green/blue spaces across the Borough.
 - c. Preserving and enhancing existing green infrastructure and water features in priority regeneration areas and throughout existing urban areas.
 - d. Looking favourably on proposals that enhance, extend, or make new provision for allotments or community food growing opportunities.
2. Development proposals must:
 - a. Where possible, increase access to and provision of green and blue infrastructure and open spaces.
 - b. Avoid any adverse impacts on existing habitats and take the opportunity to enhance and incorporate biodiversity as an integral part of design, including watercourses and riverside habitats.
 - c. Positively incorporate green and blue infrastructure as an integral part of the design of new developments; supporting initiatives within the Council's Green Infrastructure Strategy and Action Plan where possible. Any new green and blue infrastructure should link with existing green/blue infrastructure in the surrounding area where possible.
 - d. Incorporate open spaces and green spaces which can be used in a variety of ways and support a range of activities.
 - e. Protect and enhance public rights of way and National Trails.
 - f. Where possible, create new links and corridors between open spaces, green/blue infrastructure and the countryside beyond, such as through the provision of footpaths and bicycle paths or through planting and landscaping.
 - g. Identify measures for appropriate maintenance of relevant green/blue infrastructure.
3. Within land designated as a Riverside Green Chain, the following uses and facilities will be permitted to facilitate activities compatible with the area and the maintenance of a natural green and blue environment:
 - a. Informal recreation.
 - b. Formal outdoor recreation, allotments, agriculture and woodland where feasible.
 - c. Establishment of Local Nature Reserves and similar nature conservation provision.

Policy NHE4: Green and blue infrastructure (continued)

- d. Enhancements to the riverine environment for water related purposes, including the establishment of buffer zones.
- e. Safe access provisions to appropriate sections of the riverine environment including safety measures consistent with the scale of visitor and operation activity while protecting other areas as wildlife refuges in accordance with a nature conservation strategy for the area.
- f. Interpretation and supervised investigation of archaeological sites.
- g. Creation of ponds, swales, bunds, stormwater wetlands and similar features as part of the surface water drainage system serving major new housing development and consistent with an overall agreed landscape plan.
- h. Construction of a combined orbital cycle and pedestrian path with connections to new and existing housing areas consistent with nature conservation values.
- i. Provision of facilities for horse riders, where practicable.

Explanation:

- 2.5.18 The term “green and blue infrastructure” comprises a multifunctional network of open spaces in both rural and urban areas, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside. Planning positively for green and blue infrastructure can bring a range of social, environmental and economic benefits; from supporting healthy lifestyles and creating opportunities for sustainable travel, to enhancing local biodiversity and helping to combat climate change and flood risk.
- 2.5.19 Green and blue infrastructure can also support economic growth, enhancing the attractiveness and quality of our towns and regeneration areas to businesses and visitors.
- 2.5.20 Development should seek opportunities to increase access to green and blue infrastructure and open spaces, for example by opening up land to the public. Consideration should be given to how open spaces and green and blue infrastructure can be multi-purpose, for example flood storage can increase biodiversity opportunities.
- 2.5.21 Policy NHE4 reflects the importance of both protecting green and blue infrastructure and capturing opportunities arising from new development to extend and enhance the network. Green and blue infrastructure networks can extend across administrative boundaries, linking with networks in neighbouring boroughs and it is therefore important to work proactively with adjoining local authorities and relevant stakeholders.
- 2.5.22 This policy is supported by the Council’s *Green Infrastructure Strategy and Action Plan (2017)*.

Policy NHE5: Development within the Green Belt

Within land shown on the policies map designated as Metropolitan Green Belt:

1. Extensions or alterations to buildings in the Green Belt will be permitted where:
 - a. the host building is lawful and permanent
 - b. in the case of dwellings and ancillary buildings, the extensions would not result in accommodation readily capable of conversion into a separate dwelling(s)
 - c. the design respects the original form and appearance of the existing building and the character of the area; and
 - d. the extensions, in combination with any other additions, would not be disproportionate compared to the original building (being that as originally built, or as existed on 1 July

Policy NHE5: Development within the Green Belt (continued)

1948, whichever is later) taking account of:

- i. The additional footprint and floor area created by the alteration(s).
- ii. The massing and bulk of the proposed alteration(s) and resultant building.
- iii. The height of the proposed alteration(s) and overall height of the resultant building.
- iv. The location, positioning and visual prominence of the proposed alteration(s).

2. Replacement buildings in the Green Belt will be permitted where:

- a. the existing building is lawful and permanent
- b. the building proposed is for the same use as that which it is replacing
- c. the design of the building and any associated landscaping proposals respects the character of the area and openness of the Green Belt
- d. the proposed building is not materially larger than that which it is replacing taking account of the footprint, floor area, massing, bulk and height of the replacement building; and
- e. the building would be sited on or close to the position of the original building unless an alternative location within the curtilage materially reduces impact on the openness of the Green Belt.

The following changes are made to the extent and boundaries of the Green Belt through this plan, and are shown on the Policies Map:

3. The following minor changes to, and re-alignment of, Green Belt boundaries are made to address anomalies:

- | | |
|--|---|
| • Monfort Rise, Salfords | • Oakley Site, Radstock Way, Merstham |
| • Lodge Lane, Salfords | • Smithy Lane, Lower Kingswood |
| • West Avenue/Horley Road, Earlswood | • Green Lane, Lower Kingswood |
| • South of Copsleigh Avenue, Earlswood | • Orchard Way, Lower Kingswood |
| • Maple Road/Woodhatch Road, Earlswood | • Mogador Road, Lower Kingswood |
| • Three Arch Road, Earlswood | • Petrol Station, Brighton Rd, Lower Kingswood |
| • Oaklands Drive, Earlswood | • Greenacres, Lower Kingswood |
| • Brambletye Park Road, Earlswood | • R/O The Glade, Kingswood |
| • Nuthatch Gardens, Reigate | • Legal and General, Furze Hill, Kingswood |
| • Dovers Green Road, Reigate (a) | • Withybed Corner, Walton on the Hill |
| • Dovers Green Road, Reigate (b) | • Walton Street/Ebbisham Lane, Walton on the Hill |
| • Park Lane, Reigate | • Howard Close, Walton on the Hill |
| • Colley Lane, Reigate | • Mere Pond, Walton on the Hill |
| • Coppice Lane, Reigate | • Brighton Road, Burgh Heath |
| • Gatton Road, Reigate | • Can Hatch, Burgh Heath |
| • Frenches Road, Redhill | • Wellesford Close, Banstead |
| • Southern boundary of Watercolour development | • Holly Hill Park, Banstead |
| • Battlebridge Lane/London Road, Redhill | • Chatsworth Park, Holly Lane, Banstead |

Policy NHE5: Development within the Green Belt (continued)

- Winkworth Road/Bolters Lane, Banstead
 - A217/Winkworth Road, Banstead
 - Osier Way, Banstead
 - Tattenham Crescent, Epsom Downs
 - Coulsdon Lane, Chipstead
 - R/O Chipstead Way, Chipstead
 - Beckenshaw Gardens, Woodmansterne
 - Kenneth Road, Woodmansterne
 - Queens Close, Walton on the Hill
 - Dorking Road, Tadworth
4. The village at Netherne-on-the-Hill and East Surrey Hospital are removed from the Green Belt.
 5. Housing at Babylon Lane is included within the Green Belt.
 6. The Traveller sites set out in Policy GTT1 are removed from the Green Belt.
 7. Sites at the edge of urban areas are removed from Green Belt and allocated through other policies in this plan to enable provision of sustainable urban extensions in accordance with Policy MLS1.

Explanation:

- 2.5.23 National policy attaches great importance to protecting the Green Belt from inappropriate development, and sets out the circumstances in which development in the Green Belt is not inappropriate. However, a local policy is considered necessary to provide additional clarity over how these circumstances will be interpreted and assessed locally. A base date of 1 July 1948 is used to define the “original building” for the purposes of the extension and alteration of buildings which pre-existed that date and are located in the Green Belt in accordance with national policy.
- 2.5.24 In accordance with Core Strategy Policy CS3, the Council has undertaken a review of the Green Belt. The *Green Belt Review (2017)* and the *Sustainable Urban Extensions reports (2012-2017)* have reviewed the boundaries of Green Belt within the borough, and made recommendations. As a result, several changes are made to the boundaries of the Green Belt including inseting of land from the Green Belt, inclusion in the Green Belt of small dispersed areas of housing, removal of sites suitable for traveller pitches and plots, and removal of sites for sustainable urban extensions.

Policy NHE6: Reuse and adaptation of buildings in the Green Belt and in the rural surrounds of Horley

Within the Green Belt and the Rural Surrounds of Horley:

1. The re-use and adaptation of buildings to support the rural economy or diversification of rural businesses will be supported provided:
 - a. the existing building is lawful, permanent and of sound construction and can be converted without significant or complete reconstruction
 - b. the conversion would enhance the building or the surrounding rural character and would not lead to the loss of any features of architectural or historic importance
 - c. the proposed use, along with any associated use of land surrounding the building, would maintain the intrinsic character and beauty of the countryside and where relevant would not be materially more harmful to the openness of the Green Belt
 - d. the proposal would enhance the rural character of the immediate setting; and
 - e. the proposal would enhance or maintain the visual or physical distinction between urban areas and rural surrounds.

Policy NHE6: Reuse and adaptation of buildings in the Green Belt and in the rural surrounds of Horley (continued)

2. Where conversion to residential use is proposed, planning permission will only be granted where:
 - a. the building is physically unsuitable for a commercial or industrial use, or other use which would support the rural economy, or is otherwise unsuitable due to its location, accessibility or highway safety; or
 - b. it can be demonstrated that reasonable attempts have been made for a minimum 6 month period, without success, to let or sell the premises for a use which would support the rural economy or that such a conversion would be financially unviable (See Annex 3 for marketing requirements).

Policy NHE7: Rural Surrounds of Horley

Proposals for development within the Rural Surrounds of Horley should protect the countryside in accordance with national policy which recognises the intrinsic character and beauty of the countryside.

1. Proposals for development within the Rural Surrounds of Horley will be looked on favourably where they:
 - a. support the essential needs of agriculture, forestry and outdoor sports with development that is an appropriate size, siting and design and materials; or
 - b. support the social and economic wellbeing of rural communities, including small scale rural businesses.
2. The creation of new dwellings will be permitted where:
 - a. the proposal meets the requirements of Criteria 1 above;
 - b. the proposal seeks the replacement of an existing single dwelling with one of an equivalent landscape impact;
 - c. the requirement for a countryside or rural location of the proposal can be otherwise justified;
 - d. the proposal will enhance or maintain the characteristics of the immediate rural setting;
 - e. the scale of the proposal is proportionate to its countryside setting; and
 - f. the proposal will enhance or maintain the visual and physical distinction between Horley urban area and its rural surroundings.
3. Extensions and replacement of existing buildings and any other ancillary development must maintain and not compromise the character of the countryside and landscape.
4. Proposals that promote innovative and outstanding architectural design will be considered favourably.

Explanation:

- 2.5.25 Development proposed within land designated as the Rural Surrounds of Horley will need to comply with Policy NHE7 to ensure the countryside is safeguarded from encroachment and continues to provide the setting for the urban area.
- 2.5.26 The land comprising the Rural Surrounds of Horley was originally excluded from the Green Belt to allow for future strategic allocations to be identified. The 2005 Borough Local Plan identified those

strategic allocations in the form of the Horley North East and North West. Sectors. At that time the Inspector considered that whether the remaining Rural Surrounds of Horley should be designated as Green Belt could be a matter for consideration at the next review of the Local Plan.

- 2.5.27 The Core Strategy established that the Rural Surrounds of Horley designation would be reviewed through the DMP to assess whether it should (in whole or in part) be designated as Green Belt. This would exclude any land required to deliver the development needs in the Core Strategy. Subject to the release of land required to meet the needs identified in this Plan (Policies NWH1, NWH2, SEH4 and HOR9), the Council will continue to protect the countryside in accordance with national policy, which recognises the intrinsic character and beauty of the countryside.
- 2.5.28 The land comprising the Rural Surrounds of Horley has been assessed against the requirements in the NPPF, including taking account of the purposes of the Green Belt. *The Green Belt Review (2017)* provides detail on the assessment of the Rural Surrounds of Horley.

Policy NHE8: Horse keeping and equestrian development

1. Small scale stabling and small scale equestrian facilities will be supported provided the proposal:
 - a. preserves the character of the countryside and, where relevant, would not conflict with the purposes of the Green Belt or harm its openness
 - b. would not adversely impact upon the character or appearance of the landscape or the nature conservation value of the site by virtue of its design, layout or intensity of use
 - c. prioritises the conversion or re-use of existing buildings and structures over the construction of new buildings where possible
 - d. ensures any new stables or associated structures are sensitively designed, well integrated with existing structures on site and are not capable of adaption for alternative use in the future; and
 - e. has convenient and safe access to, but would not adversely impact upon, the existing bridleway network or other publicly accessible routes and spaces.
2. Proposals for commercial equestrian facilities will be expected to meet the criteria above and, where in the Green Belt, demonstrate very special circumstances in accordance with national and local policies.

Explanation:

- 2.5.29 Horse riding is a popular leisure activity in the borough and consequently, there is growing demand for grazing, stabling and riding facilities. These facilities provide a useful leisure resource as well as diversifying the rural economy. However, large concentrations of such facilities (such as in urban fringe locations), combined with poorly managed grazing areas, can lead to the loss of openness and landscape quality and the degradation of public rights of way.
- 2.5.30 The Policy is therefore necessary to balance the competing demands of equestrian development with protection of the openness of the countryside and quality of the landscape, and define what is considered to be appropriate in a local context. Policy NHE8 is supported by supplementary planning guidance⁴ which provides further detail about horse keeping. Small scale stabling is defined as not more than three loose boxes and one ancillary store/tack room, each not measuring more than 3.6m x 3.6m.

⁴ *Horse Keeping SPG (1998)*

Policy NHE9: Heritage assets

1. Development will be required to protect, preserve, and wherever possible enhance, the Borough's designated and non-designated heritage assets and historic environment including special features, area character or settings of statutory and locally listed buildings.
2. All planning applications that directly or indirectly affect designated or non-designated heritage assets must be supported by a clear understanding of the significance, character and setting of the heritage asset, and demonstrate:
 - a. how this understanding has informed the proposed development
 - b. how the proposal would affect the asset's significance; and
 - c. any necessary justification proportionate to the importance of the heritage asset and the potential effect of the proposal.
3. In considering planning applications that directly or indirectly affect designated heritage assets, the Council will give great weight to the conservation of the asset, irrespective of the level of harm. Any proposal which would result in harm to or total loss of a designated heritage asset or its setting will not be supported unless a clear and convincing justification is provided. In this regard:
 - a. Substantial harm to, or loss of, Grade II assets will be treated as exceptional and substantial harm to, or loss of, Grade I and II* assets and scheduled monuments will be treated as wholly exceptional.
 - b. Where substantial harm to, or loss of designated heritage assets would occur as a result of a development proposal, planning permission will be refused unless there are substantial public benefits which would outweigh the harm or loss; or
 - i. it can be robustly proven that there are no other reasonable and viable uses for the asset in the short or medium term nor any other realistic prospect of conservation; and
 - ii. the harm or loss would be outweighed by the benefits of redevelopment.
 - c. Where less than substantial harm to a designated heritage asset would occur as a result of a development proposed, the harm will be weighed against the public benefits of the proposal.
4. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments will be subjected to the tests in (3) above.
5. In considering proposals that directly or indirectly affect other non-designated heritage assets, the Council will give weight to the conservation of the asset and will take a balanced judgement having regard to the extent of harm or loss and the significance of the asset.
6. All development proposals must be sympathetic to a heritage asset and/or its setting by ensuring the use of appropriate high quality materials, design and detailing (form, scale, layout and massing).
7. Development that would help secure the long term viable use and sustainable future for heritage assets, especially those identified as being at risk of loss and decay, in a manner consistent with its conservation will be supported. Any associated or enabling development should have an acceptable relationship to the heritage asset, and character of the surrounding area.
8. Proposals which retain, or if possible, enhance the setting of heritage assets, including views, public rights of way, trees and landscape features, including historic public realm features in a manner consistent with its conservation, will be supported.
9. Proposals affecting a Conservation Area must preserve, and where possible, enhance the

Policy NHE9: Heritage assets (continued)

Conservation Area, paying particular regard to those elements that make a positive contribution to the character of the Conservation Area and its setting, and the special architectural or historic interest of the area.

10. Demolition (full or partial) of a building or removal of trees, structures or other landscape features in a Conservation Area will be permitted only where:
 - a. a replacement development has been approved; and
 - b. the loss of the existing building, structure, tree or landscape feature will not detract, or where appropriate enhances, the character or appearance of the Conservation Area. Assessment of the contribution of an existing building must have regard to its character, design and construction, but not its condition.
11. Development within or affecting the setting of a historic park or garden will be required to:
 - a. Avoid subdivision.
 - b. Retain or restore features of historic or architectural interest, including trees, other distinctive planting and hard landscaping, and garden features.
 - c. Where relevant, be accompanied by an appropriate management plan.
12. An archaeological assessment including where appropriate a field evaluation, will be required to inform the determination of planning applications for:
 - a. Sites which affect, or have the potential to affect, Scheduled Monuments.
 - b. Sites which affect, or have the potential to affect, areas of Archaeological Importance or High Archaeological Potential.
 - c. All other development sites exceeding 0.4ha.
13. Where the policies map, or other research, indicates that remains of archaeological significance are likely to be encountered on a site, the Council will require schemes for the proper investigation of the site to be submitted and agreed. These must incorporate the recording of any evidence, archiving of recovered material and publication of the results of the archaeological work as appropriate, in line with accepted national professional standards.

Explanation:

- 2.5.31 Reigate and Banstead has a rich and varied historic environment, which plays a key role in defining the distinctive character and individuality of the borough. Features of heritage significance include buildings, monuments, sites, landscapes, and their settings and these are referred to as 'heritage assets'.
- 2.5.32 Heritage assets are irreplaceable and important resources in the borough with a wide range of social, cultural, economic and environmental benefits. However, population growth and development will place greater demands on the historic environment and it is therefore essential that development is carefully managed to maintain our heritage assets for future generations. Development must also be well designed and not detract from existing local character and built form that make a positive contribution to the area.
- 2.5.33 National planning policy makes it clear that one of the key dimensions of sustainable development is protecting and enhancing our historic environment. Therefore, it is vital that heritage assets are protected, and that they are treated in accordance with the character and significance of their grading. However, it is also important that local plan policy includes flexibility to ensure that the continued use and maintenance of these assets is viable.

2.5.34 Heritage assets may be classed as ‘designated’ or ‘non-designated’. Designated heritage assets have statutory protection and include:

- Conservation Areas
- Scheduled Monuments
- Listed Buildings
- Registered Parks and Gardens.

Non-designated heritage assets do not have statutory protection, but nonetheless represent an important element of the Borough’s heritage, and play a defining role in the local character of an area. Such assets still have heritage interest and are thus a material planning consideration when relevant planning applications are determined. These include (but are not limited to):

- Locally listed buildings
- County sites of Archaeological Importance
- Areas of High Archaeological Potential, and
- Historic Parks and Gardens of special borough interest.

2.5.35 The Council may identify new heritage assets at any time and they would be a material consideration in any planning decision. The Policies Map shows the locations of the borough’s current conservation areas, scheduled monuments, historic parks and gardens and known archaeological sites.

2.5.36 Where development may affect a heritage asset, applicants will be required to demonstrate a full understanding of its significance, utilising appropriate expertise where necessary. Relevant sources of information include Conservation Area Character Appraisals, Historic Environment Record, borough’s list of historic buildings (which includes statutory listed buildings and their curtilage structures as well as locally listed buildings) and the national and local lists of historic gardens.

2.5.37 If a heritage asset is designated and has statutory protection, development proposals will be judged against the requirements of the relevant national legislation. If the heritage asset is non-designated, a thorough assessment of the historical and architectural interest, appearance and setting of the heritage asset will be made.

2.5.38 Policy NHE9 requires that development proposals must be sensitive to their impact on heritage assets and/or its settings with regard to use of appropriate materials, design and detailing. This approach seeks to ensure that the significance and setting of existing Heritage Assets are preserved and respected.

2.5.39 Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset will not be taken into account in any decision.

2.5.40 Features referenced in the policy can include: chimneys, windows, doors, external materials, boundary treatments, original roof coverings, as well as internal features such as fireplaces, plaster cornices, doors, architraves, panelling, staircase and walls in listed buildings.

2.5.41 Outline planning applications for developments affecting heritage assets will only be acceptable in very special circumstances and applications should contain sufficient information regarding all aspects of the design and how it fits into its surroundings to enable a full assessment of the impact on any heritage assets to be made.

2.5.42 The Council publishes a List of Buildings of Architectural or Historic Interest. This document lists Statutory Listed Buildings, protected curtilage or attached structures of known interest in the grounds of Statutory Listed Buildings, Locally Listed Buildings, Historic Gardens and Ancient Monuments. The Council also has a list of sites of archaeological interest as a separate document.

2.5.43 Responding to climate change adaptation and mitigation objectives can be challenging with heritage assets particularly listed buildings. Proposals relating to heritage assets should, where

appropriate, seek to reduce their carbon emissions, but the impact of reducing emissions should be weighed against the significance of the heritage asset and the extent of any harm.

Designated Heritage Assets

2.5.44 Any development proposal which would result in substantial harm to or total loss of a designated Heritage Asset or its setting must be supported by robust evidence in line with national policy. This should include:

- Evidence to demonstrate that the cost of retaining or restoring the heritage asset, or reusing it for other purposes/uses, is unviable. Where it is considered that a listed building is redundant and cannot be reused or restored and retained viably, this must be substantiated by a suitably qualified person.
- Marketing of the site for a reasonable period of time appropriate to the value of the listing, demonstrating that there is no realistic prospect of the asset being re-used following any necessary remedial work. Sites should not be allowed to fall into a state of disrepair and then be marketed in this condition as this will reduce the likelihood of their re-use or reoccupation.

2.5.45 The Council has powers to require works to be undertaken to ensure that a listed building is wind and weather proof in order to prevent unnecessary deterioration, as well as subsequent powers to require proper preservation of the building.

Non-designated Heritage Assets

2.5.46 The Borough Council, with the assistance of the County Council and local organisations, has compiled a comprehensive list of buildings of local interest to supplement the Statutory List. The Borough Council will seek to ensure that buildings of local architectural or historic interest are not demolished and that their inherent qualities are taken into account in considering proposals which may affect them

2.5.47 A list of Historic Parks and Gardens of special borough interest has also been prepared by the Borough Council. This list identifies historic gardens, whether they survive in whole or in part, that contribute to the historic environment or local distinctiveness, which may help to provide an identity for the area, or provide the setting for a historic building.

Conservation Areas

2.5.48 Conservation Areas are statutorily designated for special architectural or historic interest and once designated, legislation requires that local planning authorities act with the aim of protecting, preserving and where possible enhancing the character and appearance of these areas.

2.5.49 Policy NHE9 therefore sets out how development proposals will be managed and assessed in order to achieve the legislative requirement regarding conservation areas. The Council will, as resources permit, undertake additional Conservation Area Appraisals and Management Plan Reviews.

Historic Parks and Gardens

2.5.50 Historic parks and gardens are an important heritage asset, and also make an important visual/ landscape and cultural contribution to the borough. It is important that such heritage assets are protected, and that they are treated in accordance with the character and significance of their grading.

Archaeology

2.5.51 Archaeological remains constitute the principal surviving evidence of the borough's past, but are a finite and fragile resource. The destruction of such remains, by development, should be avoided to ensure the borough's past is not lost forever.

2.5.52 Policy NHE9 is supported by supplementary planning guidance which provides further detail about the historic environment and archaeology.

Theme 3: Place Shaping

Table 6: Theme 3 objectives and policies

	DMP objective	Policy
Section 1: Gypsies, travellers and travelling showpeople		
	PS1: Identify a local target for gypsy, traveller and travelling showpeople sites and allocate sites to achieve this target	GTT1: Gypsy, traveller and travelling showpeople accommodation
Section 2: Cemetery and crematorium provision		
	PS2: Allocate site(s) for cemetery and/or crematorium provision consistent with sustainability principles	CEM1: Cemetery and crematorium provision
Section 3: Potential development sites		
Area 1: The North Downs		Site allocations Opportunity site
Area 2a: Wealden Greensand Ridge: Redhill and Merstham	PS3: Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles	Site allocations
Area 2b: Wealden Greensand Ridge: Reigate		Site allocations Opportunity sites
Area 3: The Low Weald		Site allocations Opportunity sites
Section 4: Infrastructure to support growth		
	PS4: Plan for improvements to existing infrastructure and services and/or the provision of new infrastructure and services to meet the needs created by new development	INF1: Infrastructure INF2: Community facilities INF3: Electronic communication networks
Section 5: Managing land supply		
		MLS1: Managing Land Supply

3.1 Section 1: Gypsies, travellers and travelling showpeople

What the Core Strategy says

3.1.1 The Core Strategy Vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: people who live in...the borough enjoy the benefits of a prosperous economy;...the wellbeing of communities is supported by accessible health, leisure, education and information services; ...[and] the environment, and green space, is maintained and enhanced for the future.”

3.1.2 The Core Strategy Objectives:

SO12: To enable the accommodation needs of Gypsies and travellers, and travelling showpeople, to be met in appropriate locations.

3.1.3 Core Strategy Policies

- *Policy CS3: Green belt*
- *Policy CS16: Gypsies, travellers and travelling showpeople*

3.1.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to gypsies, travellers and travelling showpeople, the DMP sets out the following objective and policy:

DMP objectives and policies with regard to gypsies, travellers and travelling showpeople

DMP objective

PS1: Identify a local target for gypsy, traveller and travelling showpeople sites, and allocate sites to achieve this target

Policy

GTT1: Gypsy, traveller and travelling showpeople accommodation

Policy GTT1: Gypsy, traveller and travelling showpeople accommodation

1. The following sites are inset within the Green Belt and allocated for the provision of Traveller accommodation.

Site allocation	Indicative capacity
Gypsy and Traveller	
G3: Woodlea Stables, Peeks Brook Lane, Horley	Approximately 5 pitches
G4: Treetops/Trentham, Peeks Brook Lane, Horley	Approximately 5 pitches
G11: Highlands, Blackhorse Lane, Lower Kingswood	Approximately 4 pitches
G12: Land at Kents Field, Rectory Lane, Woodmansterne	Approximately 4 pitches
Total: Approximately 18 pitches	
Travelling showpeople	
G9a: Land south of Fairacres, Axes Lane, Salfords	Approximately 1 plot
G9b: Land south of Fairacres, Axes Lane, Salfords	Approximately 4 plots
Total: Approximately 5 plots	

2. Proposals for the development and/or intensification of allocated sites to provide additional pitches and plots will be supported where it can be demonstrated that the intensification would meet the needs of gypsies and travellers. Proposals must also comply with the relevant requirements of Policy CS16 of the Core Strategy and the site specific requirements as set out below.
3. Planning permission will not be granted for proposals which would result in the loss of existing traveller accommodation on the allocated sites, or other existing traveller sites unless an alternative replacement site has been identified to provide accommodation of an equivalent or improved standard (including in terms of location).
4. Occupancy of the above allocated sites will be restricted to the travelling community who meet the "Traveller" definition set out in current national policy, or who identify as travellers in line with the stipulations in the Equality Act 2010.

Policy GTT1: Gypsy, traveller and travelling showpeople accommodation (continued)

5. Planning applications should clearly state what commercial activity, if any, would be carried out on the site, and where. It is recommended that pre-application advice is sought on proposals for traveller accommodation development.
6. To ensure a sufficient supply of suitable accommodation to meet future need in years 6-11, allocated sustainable urban extensions of over 70 homes will be required to provide land for traveller pitches in accordance with the table below. Land for these pitches should be provided on the sustainable urban extension unless the developer can demonstrate that:
 - a. provision on an alternative site within the borough would be more sustainable and/or better meet the needs of the travelling community; and
 - b. that the alternative site is within the applicant's control, and is suitable and available for traveller accommodation.

Land for these pitches (whether on the SUE site or off-site) will be secured through an appropriate legal agreement. The following table identifies the site allocations and the number of pitches required:

Broad location	Site reference	No. of homes deliverable	No. of pitches required
East Redhill	ERM1	145	Approximately 1
	ERM2/3	230	Approximately 3
East Merstham	ERM5	130	Approximately 1
South and South West Reigate	SSW2	290	Approximately 3
	SSW9	120	Approximately 1
Horley	NWH1	75	Approximately 1
	SEH4	75	Approximately 1
Total		1,065 homes	Approximately 11 pitches

Policy GTT1: Allocated sites (continued)

G3: Woodlea Stables, Peeks Brook Lane, Horley

0.37ha

G3 - Woodlea Stables, Peeks Brook Lane, Horley



Indicative number of pitches:

Approximately 5 pitches

Development will be subject to the following requirements:

- Any on-site external lighting should be carefully designed and specified so as not to cause disturbance to nearby residents.
- Additional tree or hedgerow planting along the western and southern boundary to strengthen the Green Belt boundary.

Planning applications must include:

- a flood risk assessment (to be informed by the Strategic Flood Risk Assessment Level 2); and
- a noise assessment.

G4: Treetops/Trentham, Peeks Brook Lane, Horley

0.39ha

G4 - Treetops/Trentham, Peeks Brook Lane, Horley



Indicative number of pitches:

Approximately 5 pitches

Development will be subject to the following requirements:

- Any on-site external lighting should be carefully designed and specified so as not to cause disturbance to nearby residents.

Planning applications must include:

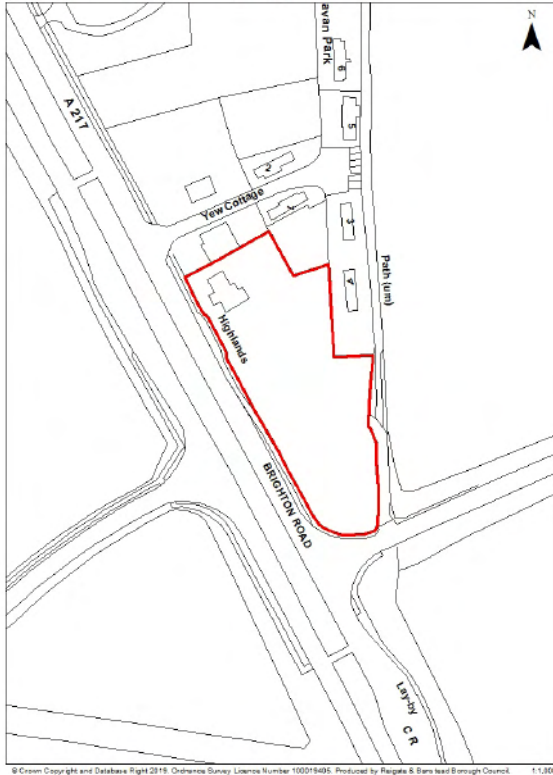
- a flood risk assessment (to be informed by the Strategic Flood Risk Assessment Level 2); and
- a noise assessment.

Policy GTT1: Allocated sites (continued)

G11: Highlands, Blackhorse Lane, Lower Kingswood

0.40ha

G11 - Highlands, Blackhorse Lane, Lower Kingswood



Indicative number of pitches:

Approximately 4 pitches

Development will be subject to the following requirements:

- Any on-site external lighting should be carefully designed and specified so as not to cause disturbance to nearby residents.
- The layout and landscaping should be designed to avoid or mitigate adverse landscape or visual impacts on the AGLV and adjoining AONB.
- Appropriate, safe access to the adjoining highway network.

G12: Land at Kents Field, Rectory Lane, Woodmansterne

0.43ha

G12 - Land at Kents Field, Rectory Lane, Woodmansterne



Indicative number of pitches:

Approximately 4 pitches

Development will be subject to the following requirements:

- Any on-site external lighting should be carefully designed and specified so as not to cause disturbance to nearby residents.

Planning applications must include:

- Details of landscaping to reduce visual impact should be provided. This should include additional tree or hedgerow planting along the western and southern boundary to strengthen the Green Belt boundary.

Policy GTT1: Allocated sites (continued)

G9a: Land south of Fairacres, Axes Lane, Salfords

0.14ha

G9 (a) - Land south of Fairacres, Axes Lane, Salfords



Indicative number of plots:

Approximately 1 plot for Travelling Showpeople

Development will be subject to the following requirements:

- Any on-site external lighting should be carefully designed and specified so as not to cause disturbance to nearby residents.

Planning applications must include:

- Details of landscaping to reduce visual impact.

G9b: Land south of Fairacres, Axes Lane, Salfords

0.71ha

G9 (b) - Land south of Fairacres, Axes Lane, Salfords



Indicative number of plots:

Approximately 4 plots for Travelling Showpeople

Development will be subject to the following requirements:

- Any on-site external lighting should be carefully designed and specified so as not to cause disturbance to nearby residents.

Planning applications must include:

- Details on landscaping to reduce visual impact.

Explanation:

- 3.1.5 National planning policy⁵ objectives include the need to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. The term “traveller” includes gypsies, travellers and travelling show people.
- 3.1.6 Local planning authorities are required to assess travellers’ accommodation needs and seek to address under-provision and to maintain an appropriate supply of sites for travellers. This includes maintaining a five year supply of available pitches (for gypsies and travellers) and plots (for travelling showpeople) and identifying a supply of specific, developable sites, or broad locations for growth, for years 6 to 10. National policy also requires that where possible broad locations for growth for years 11-15 should also be identified. However, as the borough’s *Gypsy and Traveller Accommodation Assessment (GTAA) (2017)* is based on survey data from 2016, Years 12-15 would be beyond the plan period (ending 2027), so this timeframe is not within the remit of the Development Management Plan, although future need should be factored into the next Local Plan review.
- 3.1.7 Core Strategy Policy CS16 (1) outlines that a target for pitches and plots will be included within the DMP. The starting place for this target was the GTAA which reviewed the need for pitches and plots in the borough between 2016 and 2031. This supersedes the 2013 Assessment referenced in the Core Strategy.
- 3.1.8 This GTAA (2017) took account of the Government’s August 2015 change to the statutory definition of “traveller”. The Council has taken legal advice which concluded that under the 2010 Equalities Act it should consider the accommodation needs of Romany gypsies, Irish and Scottish travellers even if they do not fall under the planning definition of traveller. Information available from planning applications, enforcement cases and household interviews carried out for the GTAA indicate that in Reigate and Banstead Borough all those included in the needs assessment identify as Irish Travellers or fall under the planning definition. In light of this legal advice the Council is seeking to meet the full identified level of need as far as possible.
- 3.1.9 The findings of the GTAA (2017) are set out below and incorporate traveller need arising from travellers from within both the planning and equalities definition:

Table 7: Traveller accommodation needs summary

Gypsy and travellers				
Years	0-5	6-10	11	
Timeframe	2016-21	2021-26	2027	Total
Total	23	4	1	28
Travelling showpeople				
Years	0-5	6-10	11	
Timeframe	2016-21	2021-26	2027	Total
Total	3	2	0	5

Source: *Gypsy and Traveller Accommodation Assessment (2017)*

⁵ *Planning Policy for Traveller Sites (2015)* or subsequent document

- 3.1.10 The methodology used to identify sites is set out in the Council's *Traveller Site Land Availability Assessment (2017)*. This describes how approximately 300 sites were identified from a wide range of sources, and it provides details on the assessment process.
- 3.1.11 Opportunities to allocate sites sufficient to meet the identified need within the urban area and countryside beyond the Green Belt were sought first, however no opportunities were identified.
- 3.1.12 As acknowledged in Core Strategy Policy CS16 (2), given environmental constraints and the need to ensure that sites are suitable, affordable and deliverable some limited alterations to Green Belt boundaries are required. The sites which were identified as suitable, available and achievable in the Green Belt were subject to a detailed Green Belt review.
- 3.1.13 The allocation of a site for use as a traveller site provides a presumption in favour of the principle of this use. However, full planning permission for the development and detailed design of the site is required. In order to meet its obligations, the Council would consider conditioning permissions to ensure that the pitches would be occupied by people falling under the definition of traveller in line with the national planning definition or that they qualify for culturally appropriate accommodation under the Equality Act 2010.

3.2 Section 2: Cemetery and crematorium provision

What the Core Strategy says

3.2.1 The Core Strategy Vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: people who live in, work in and visit the borough enjoy the benefits of a prosperous economy; neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options.”

3.2.2 The Core Strategy Objectives:

SO13: To secure in appropriate locations, adequate land, community services and infrastructure to support business and community needs.

3.2.3 Core Strategy Policies:

- *Policy CS12: Infrastructure delivery*

3.2.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to cemetery and crematorium provision, the DMP sets out the following objective and policy:

DMP objectives and policies with regard to cemetery and crematorium provision

DMP objective

PS2: Allocate site(s) for cemetery and/or crematorium provision consistent with sustainability principles

Policy

CEM1: Cemetery and crematorium provision

Policy CEM1 - Cemetery and crematorium provision

1. The Council will support applications for cemeteries and crematoriums where proposals meet the following criteria:
 - a. The site should have access from roads, should be located near to transport nodes and should provide sufficient on-site car parking, designed to be visually discrete, to ensure that peak parking demand can be met on the site.
 - b. Proposals providing burial and/or cremation plots, should not be situated within a Groundwater Source Protection Zone 1, within a certain distance from specific water sources as set out in national policy, or in areas where there is known evidence of high water tables that would affect the depths required for burial and/or cremation plots.
 - c. Where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.
 - d. The proposed development would not have an unacceptable adverse impact on biodiversity, or geological assets.
 - e. The proposal would not have an adverse visual impact on the landscape character of the area.
 - f. The proposal would not have a harmful impact on the amenities of neighbouring occupiers, by reason of noise, pollution, privacy, and visual obtrusiveness.
2. Within the Green Belt proposals for change of use to cemeteries or crematoriums will only be supported if very special circumstances are demonstrated, and appropriate facilities are kept to a minimum to limit the impact on the Green Belt. Justification of very special circumstances should include as a minimum, the following:
 - a. a robust demonstration of need for the facility; and
 - b. demonstration that there are no alternative suitable sites outside of the Green Belt.
3. Proposals for crematoriums will be expected to meet the requirements of the Cremation Act 1902 (Section 5), with regards to the siting of the crematorium.

Explanation:

- 3.2.5 Any cemetery/crematorium facility should be situated within a sustainable location, and have good access to the road network as well as transport nodes such as bus routes, in order to enable ease of access for mourners and visitors. As well as the usual planning considerations, given the nature of this type of development specific consideration will need to be given to flood risk, groundwater contamination issues⁶, any existing land contamination, and (as appropriate) the requirements of the Cremation Act 1902.
- 3.2.6 Whilst the NPPF lists appropriate facilities for cemeteries as being potentially acceptable in the Green Belt, the change of use of land to cemetery land is inappropriate development in the Green Belt.

⁶ At least 250 metres from any well, borehole or spring supplying water for human consumption or used in food production; at least 30 metres from any spring or watercourse not used for human consumption or not used in food production; at least 10 metres from any field drain, including dry ditches - source www.gov.uk/guidance/cemeteries-and-burials-prevent-groundwater-pollution

3.3 Section 3: Potential development sites

What the Core Strategy says

3.3.1 The Core Strategy Vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: people who live in, work in and visit the borough enjoy the benefits of a prosperous economy; neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options; the wellbeing of communities is supported by accessible health, leisure, education and information services... and the environment, and green space, is maintained and enhanced for the future.”

3.3.2 The Core Strategy Objectives:

SO1: To ensure that future development addresses the economic and social needs of the borough, without compromising its environmental resources

SO2: To enable required development to be prioritised within sustainable locations within the existing built up area, which have the necessary infrastructure, services and community provision, whilst also catering for local housing needs

SO3: To ensure that the design and scale of new development recognises, enhances and protects the character of our town centres and other urban areas.

SO12: To enable the accommodation needs of gypsies and travellers, and Travelling Showpeople, to be met in appropriate locations.

SO13: To secure in appropriate locations, adequate land, community services and infrastructure to support business and community needs.

SO19: To ensure the right amount, range, size and type of commercial areas are available and that the necessary infrastructure and facilities are provided to support a level of economic growth compatible with protecting the environment.

3.3.3 Core Strategy Policies:

- *Policy CS5: Valued people and economic development*
- *Policy CS6: Allocations of land for development*
- *Policy CS7: Town and local centres*
- *Policy CS8: The scale of development/infrastructure priorities*
- *Policy CS13: Housing delivery*

3.3.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to potential development sites, the DMP sets out the following objective alongside site allocation policies:

DMP objective with regard to potential development sites

DMP objective

PS3: Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles

Table 8: Summary of Core Strategy Policy CS8 (updated)*

	Area 1: North Downs	Area 2a: Redhill	Area 2b: Reigate	Area 3: Low Weald	Borough Total
Housing	At least 930 homes to be delivered within the urban area	At least 2,130 homes to be delivered within the urban area	At least 280 homes to be delivered within the urban area	At least 2,440 homes to be delivered within the urban area, including through the Horley sectors	At least 6,900
	At least 815 homes to be delivered through windfalls and other urban broad locations				
		Up to 500-700 through sustainable urban extensions	Up to 500-700 through sustainable urban extensions	Up to 200 homes through small scale sustainable urban extensions	
Employment (subject to regular monitoring of demand levels)	Approx. 2,000sqm. Predominantly through reuse and intensification of existing employment land	Approx. 20,000sqm including approximately 7,000sqm in Redhill Town Centre. Predominantly through reuse and intensification of existing employment land, including office based jobs provided through redevelopment of key sites in Redhill Town Centre		Approx. 24,000sqm. Predominantly through reuse and intensification of existing employment land	Approx. 46,000 sqm.
Retail* (subject to regular monitoring of demand levels)	Banstead Village: Approx. 1,100sqm comparison	Redhill: Approx. 7,500sqm comparison	Reigate: Approx. 2,500sqm comparison	Horley: Approx. 800sqm comparison	Approx. 46,000 sqm
	Convenience floorspace: No significant quantitative need				

*The retail floorspace requirements have been updated in accordance with Table 4 to reflect updated evidence within the Retail Needs Assessment (2016)

Site allocations within the DMP

3.3.5 The DMP allocates sites for a range of types of development across all areas, consistent with the overall spatial strategy set out in the Core Strategy. These comprise:

- town centre site allocations
- urban site allocations
- sustainable urban extensions
- site for strategic employment provision

3.3.6 The DMP does not include sites that had planning permission when the DMP was submitted for examination as it was not considered necessary once the principle of development had been established. However, such sites will continue to be identified in the Housing and Employment Land Availability Assessment (HELAA) and the Brownfield Land Register where relevant until permissions are built out, and are included in the housing trajectory⁷.

Town centre and urban area site allocations

3.3.7 Site allocations for redevelopment or intensification during the plan period have been identified in the urban areas, and in Banstead Village centre, Redhill, Reigate, and Horley Town Centres.

3.3.8 The majority of the Redhill Town Centre sites were identified as having development potential in the Council's draft *Redhill Town Centre Area Action Plan (AAP) (2012)*. The DMP carries forward the majority of sites identified in this draft AAP with modifications that reflect subsequent changes in the economic environment and anticipated development potential.

3.3.9 The town centre and urban sites allocated in this document are those which are of a larger scale; would necessitate a change of use; and/or raise other potentially controversial planning issues. It is not intended that smaller potential sites, currently in residential use, will be allocated through the DMP but this does not preclude them coming forward in the form of windfall development.

Opportunity sites

3.3.10 Sites can only be allocated as site allocations if they are known available within the plan period. Opportunity sites are sites within the urban areas that are suitable for re-development but for which availability for redevelopment within the plan period is unknown. These sites have been identified as having potential for redevelopment, and so are encouraged to come forward for the suggested uses. Opportunity sites are not included in the DMP Housing Trajectory (Annex 7).

Sustainable urban extensions

3.3.11 The Core Strategy identifies areas of search for urban extensions around:

- East of Redhill and East of Merstham; up to 500-700 new homes
- South/South West of Reigate; up to 500-700 new homes
- Horley; up to 200 new homes
- No areas of search in Area 1 (the North Downs)

3.3.12 The first stage in identifying potential site options for urban extensions was to convert the Core Strategy Area of Search into a long-list of distinct land parcels which were then subject to assessment. Considerations included constraints (such as landscape, nature conservation, flooding, heritage, access, current use, and accessibility), and a review of the extent to which the parcels contribute to the openness and purposes of Green Belt. The results of these assessments are provided in the *Sustainable Urban Extensions (Stage 2) Site Specific Technical Report (2016)* and the *Green Belt Review (2017)*.

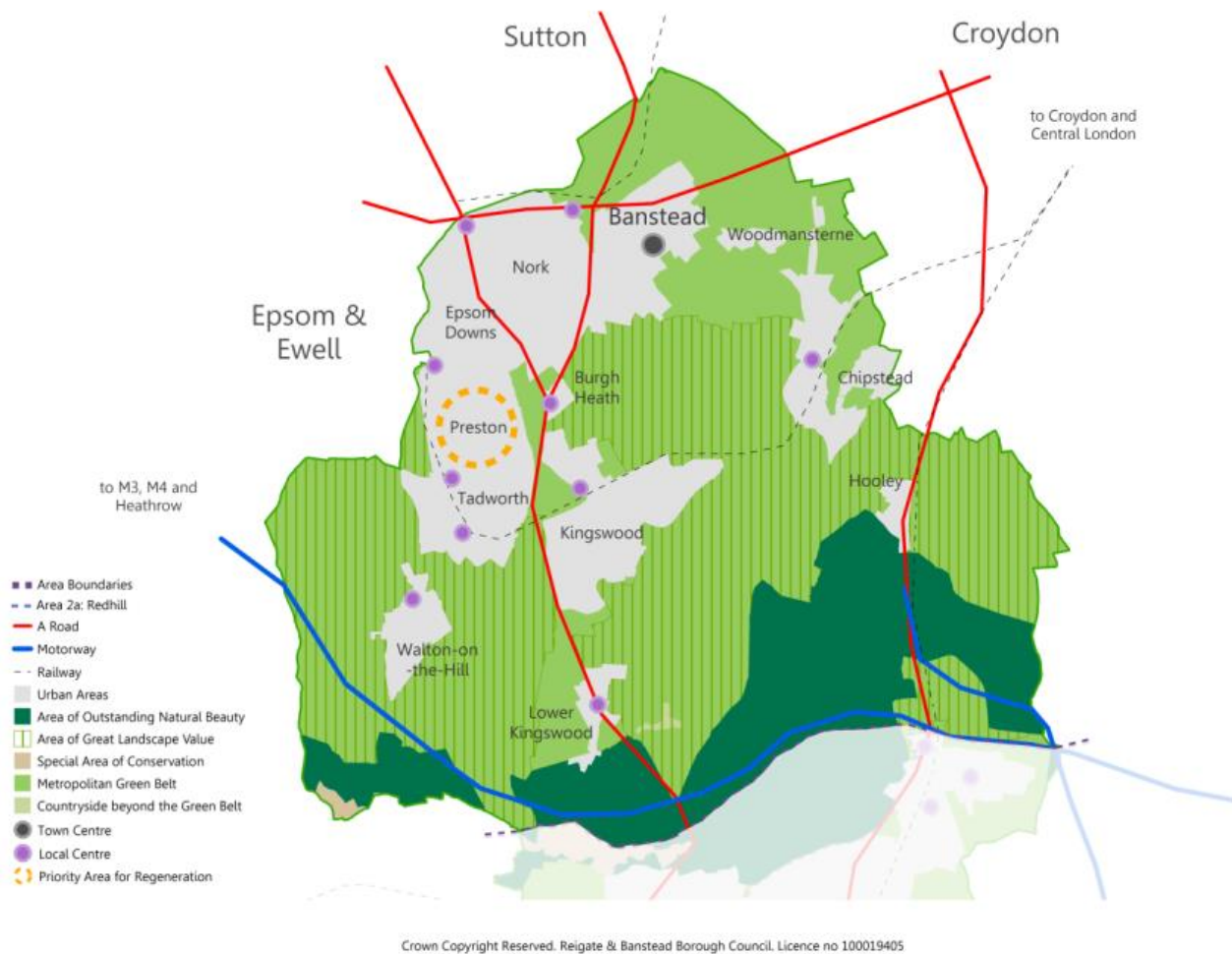
3.3.13 This process sieved out sites that either demonstrated considerable constraints to development or performed an important Green Belt purpose, leaving a shortlist of potential sites.

- From this shortlist the DMP allocates sustainable urban extension sites for development. These sites are taken out of the Green Belt, and included within the urban area. Each site allocation policy confirms the type and amount of development that would be acceptable on the site, and any design and mitigation measures required to make the development acceptable.
- Policy MLS1 sets out the triggers for development of these sites (consistent with the Core Strategy), which links their development to when the Council cannot demonstrate a five year supply of deliverable housing sites.

⁷ Unless there is clear information that sites are not available/achievable

Area 1: The North Downs

Figure 2: Core Strategy Key Diagram for Area 1: The North Downs



What the Core Strategy says

- 3.3.14 The Core Strategy recognises that this area of the borough has limited potential for further development due to transport infrastructure, the existing built form and the constraints of the Metropolitan Green Belt and the AONB/AGLV. It identifies that the key objectives of the spatial strategy for this area are to achieve modest and sustainable growth within these limitations whilst preserving and enhancing the area.
- 3.3.15 The Core Strategy describes Banstead Village in 2027 as being recognised as a vibrant and vital centre providing a mix of uses and services for the local needs of people in the north of the borough. By 2027, regeneration initiatives in Preston will have secured a better quality of environment and access to services, and helped deliver an improvement in life chances for those who live there.
- 3.3.16 **Core Strategy Policies:**

Policy CS8: Sets out the scale and location of development, and infrastructure priorities between 2012 and 2027:

Table 9: Development in Area 1 (Core Strategy)

Core strategy requirements*

<p>Housing</p>	<p>At least 930 homes to be delivered within the urban area. Including:</p> <ul style="list-style-type: none"> • 340 in the Preston Regeneration Area • 180 within Banstead Village
<p>Employment (subject to regular monitoring of demand levels)</p>	<p>Approx. 2,000sqm Additional employment development predominantly through the reuse and intensification of existing employment land</p>
<p>Retail* (subject to regular monitoring of demand levels)</p>	<p>Banstead Village: Approx. 1,100sqm comparison retail floorspace No significant quantitative need for convenience floorspace</p>
<p>Infrastructure</p>	<p>New leisure and communication hub facility in Preston Transport improvements in and around Preston Regeneration Area Highway improvements to A240/B221 Junction</p>

**The retail floorspace requirements have been updated in accordance with Table 4 to reflect updated evidence within the Retail Needs Assessment (2016)*

Area 1: The North Downs: Banstead Village Centre site allocations

Policy BAN2: The Horseshoe, Banstead, SM7 2BQ

BAN2: The Horseshoe, Banstead



Site area:

A - 0.9ha B - 0.9ha C - 1.4ha

Existing/previous use:

See Explanation section below

Source:

HELAA Ref: BV06, BV07, and BV33

Development timeframes:

Medium term (5-10 years)

Allocation:

The site is allocated for:

- Comprehensive regeneration of The Horseshoe as an enhanced location for community/public services
- A range of community and/or public services, potentially including healthcare, emergency services, library, youth and community facilities
- Complementary enabling development including:
 - Residential: potentially appropriate for all potential development areas, subject to suitable design/mitigation
 - Small scale secondary retail, leisure and other commercial on potential development area "A" within the village centre boundary.

Requirements:

Development will be subject to the following requirements and considerations:

- Detailed proposals for comprehensive development to be agreed and approved through a design brief
- Any retail, leisure or commercial provision to be small scale, and complementary to the existing village centre
- Improved connectivity to, and relationship with, the village centre
- Upgraded pedestrian and vehicular access and drop-off to serve the schools
- Retention, re-provision or enhancement of public car parking and recycling facilities
- Provision of sufficient off-street parking
- New or upgraded public open space
- Enhancements to green infrastructure to complement and strengthen the existing 'green corridor' along Bolters Lane
- Retention of existing trees and design to respect the character of Bolters Lane
- Measures to address and attenuate surface water flooding risk
- Regard should be had to the adjacent locally listed buildings
- Early discussions with Thames Water are needed regarding the adequacy of wastewater treatment infrastructure capacity to cope with proposed development, and the need for any upgrades ahead of development

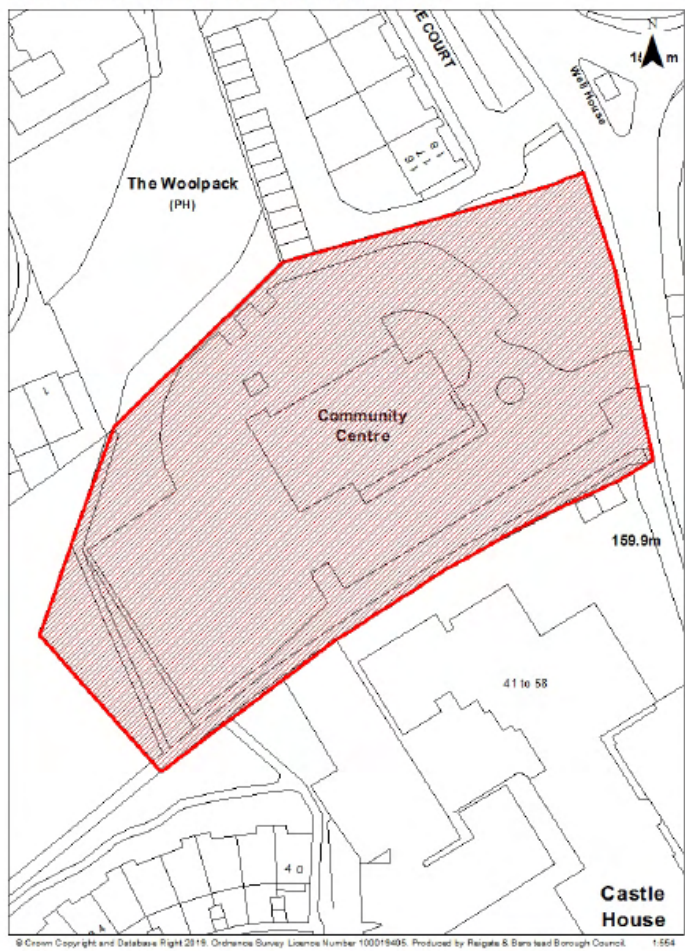
Explanation:

- 3.3.17 This site is in an accessible location, in close proximity to the main shopping area with part of the southern portion proposed for inclusion within the Banstead Village Centre boundary. This site provides a good opportunity for redevelopment of existing previously developed sites and the potential to enhance and improve the quality and viability of community infrastructure.
- 3.3.18 The site comprises the following uses and ownerships:
- Area A: Owned by Surrey County Council, Reigate & Banstead Borough Council, NHS Estates, and used for community, public services and public car parking
 - Area B: South East Coast Ambulance, public services
 - Area C: Predominantly owned by Surrey County Council with some homes owned by Raven Housing Trust - use is offices, public services, residential and open space
- 3.3.19 Key considerations include parts of the site being affected by surface water flooding, a number of protected trees along the site boundaries, and the site forming part of a 'green corridor' along Bolters Lane. There are locally listed buildings adjacent to the site and any new development must respect their setting.

Area 1: The North Downs: Urban site allocations

Policy BAN3: Banstead Community Centre, Park Road, Banstead, SM7 3AJ

BAN3: Banstead Community Centre, Park Road, Banstead



Site area:

A - 0.51ha

Existing/previous use:

Community centre and parking

Source:

HELAA Ref: BV31

Development timeframes:

Medium term (5-10 years)

Allocation:

The site is allocated for:

- **Residential:** approximately 15 homes; and
- **Community uses:** replacement and enhancement of existing community use

Requirements:

Development will be subject to the following requirements and considerations:

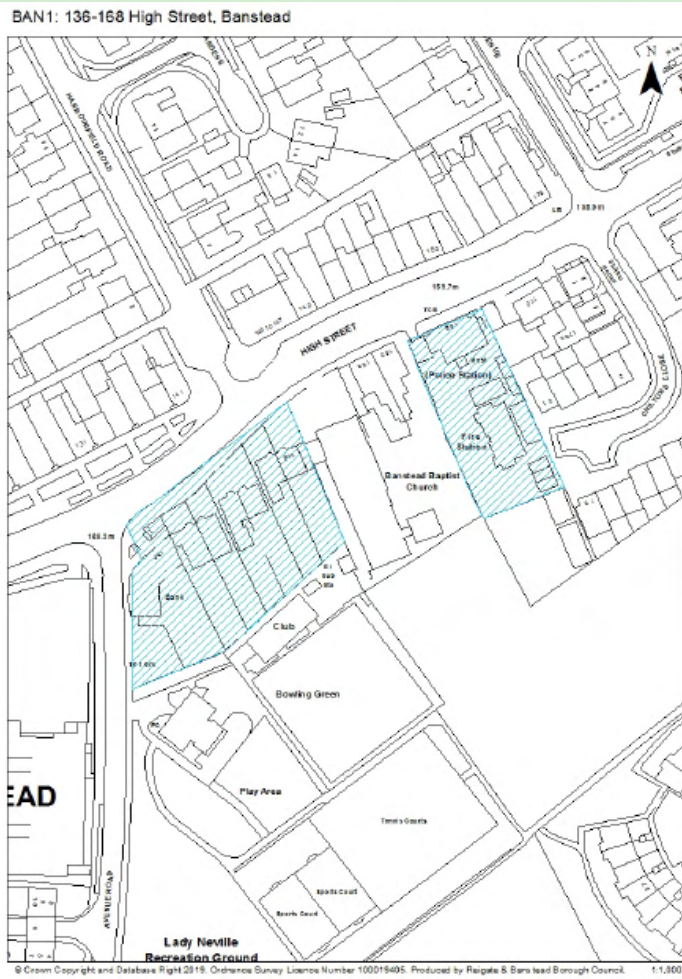
- Retention or replacement of community uses
- Provide sufficient off-street parking for both community and residential uses
- Design must be sensitive given the site is situated within the Conservation Area and is adjacent to Listed Buildings
- Measures to address and attenuate surface water flooding risk

Explanation:

- 3.3.20 This site offers an opportunity for intensification of a previously developed site in an accessible location.
- 3.3.21 The site is partially affected by surface water flooding, which should be taken into consideration in the design of any scheme.
- 3.3.22 The site is located within a conservation area and adjacent to statutory listed buildings. Any new development must be designed to retain the specimen trees on the site protected by the Conservation Area status and to preserve and enhance the setting of the Listed Buildings and Conservation Area.
- 3.3.23 Replacement and enhancement of existing community use will be required.

Area 1: The North Downs: Opportunity Site

Policy BAN1: 136-168 High Street, Banstead, SM7 2NZ

**Site area:**

0.44ha

Existing/previous use:

Mixed including retail, community and civic uses

Source:

HELAA Ref: BV32

Development timeframes:

N/A

Suggested uses:

The site is suggested for a mixed use scheme, including retail, community and leisure and residential:

- **Retail/community/leisure:** approximately 1,200sqm (scope for complementary community/leisure uses; including retention or replacement of existing); and
- **Residential:** approximately 40 homes

Requirements

Development will be subject to the following requirements and considerations:

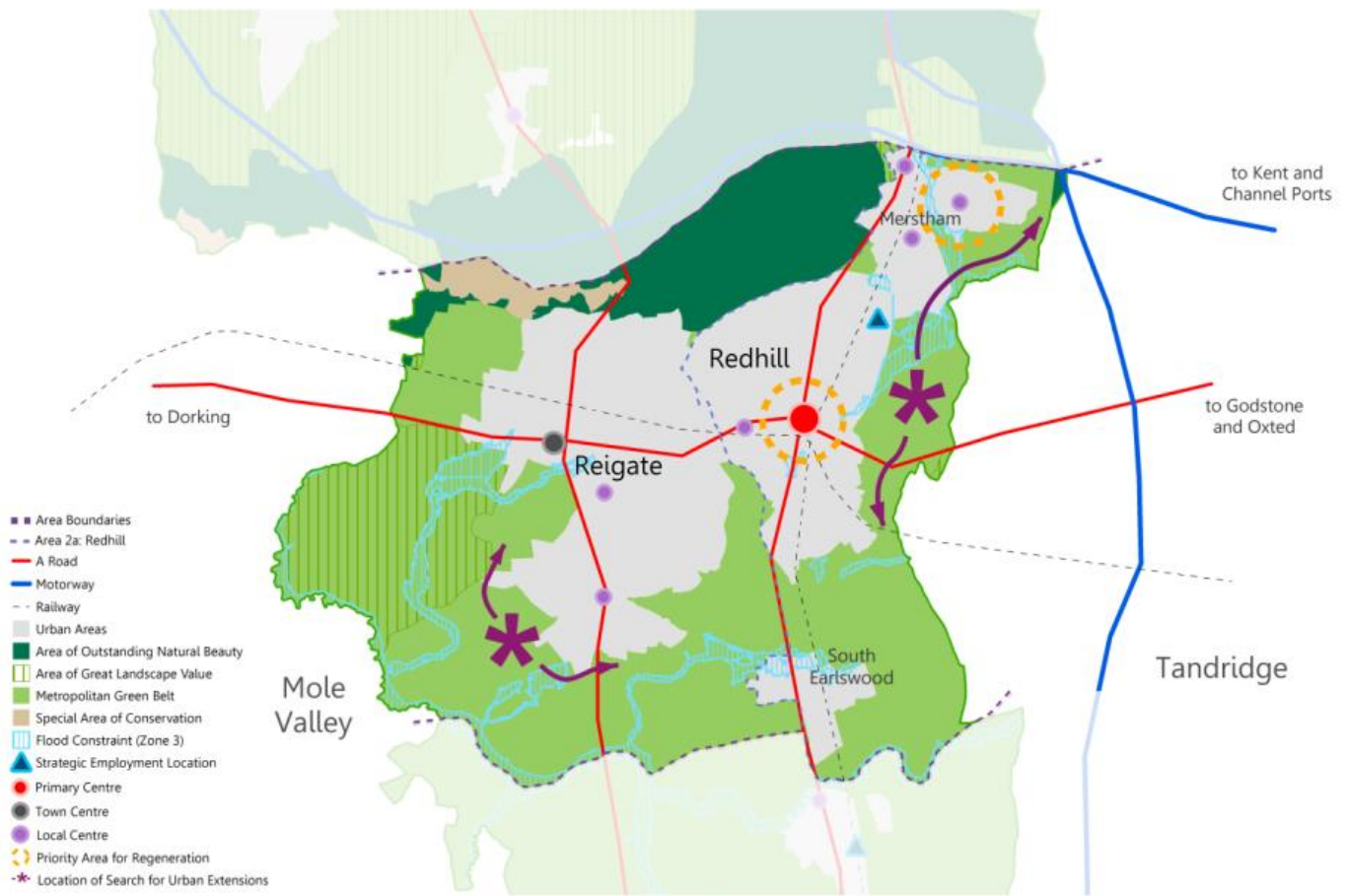
- Maintenance of active ground floor High Street frontage
- Retail provision, and type/size of units, to complement character of Banstead Village and its existing retail function
- Retention, replacement or adequate relocation of existing uses
- Improvements to public realm
- Measures to address and attenuate surface water flooding risk
- Regard should be had to the setting of the adjacent locally listed building

Explanation:

- 3.3.24 This site is in an accessible location and provides an opportunity for intensification of a previously developed site. The site is located adjacent to the primary shopping area of Banstead and represents a natural extension to the shopping circuit.
- 3.3.25 The site is partially affected by surface water flooding which must be taken into account and addressed as part of any scheme. The adjacent locally listed building at 170 High Street should also be considered sensitively in any design.

Area 2: Wealden Greensand Ridge

Figure 3: Core Strategy Key Diagram for Area 2: Wealden Greensand Ridge



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Area 2a: Redhill and Merstham

What the Core Strategy says

- 3.3.26 The Core Strategy's spatial strategy for Areas 2a and Area 2b recognises the need to ensure their continued success by maintaining the area's high economic profile, and in particular supporting Redhill to grow physically and economically into the future.
- 3.3.27 The Core Strategy describes Redhill in 2027 as having had its potential realised, with the town centre being an attractive sub-regional centre and a vibrant place to live, work and spend time, which will have been realised through regeneration. By this time, regeneration initiatives in Merstham will have secured a better quality of environment and access to services, and helped deliver an improvement in life chances for those who live there.
- 3.3.28 Redhill Town Centre is identified as having the potential to become a better connected and more vibrant town centre, with the opportunity to capture benefits from inward investment opportunities. As the Borough's Primary Shopping Centre, the majority of retail and leisure development will be focused in this area. In addition, Redhill, and the employment areas across Area 2a will be supported to grow and evolve.
- 3.3.29 The area to the east of Redhill and to the east of Merstham, is identified in the Core Strategy as a broad area of search for sustainable urban extensions, with capacity (across both areas) for up to 500-700 new homes.

3.3.30 Core Strategy Policies:

Core Strategy Policy CS8: Sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

Table 10: Development in Area 2a (Core Strategy)

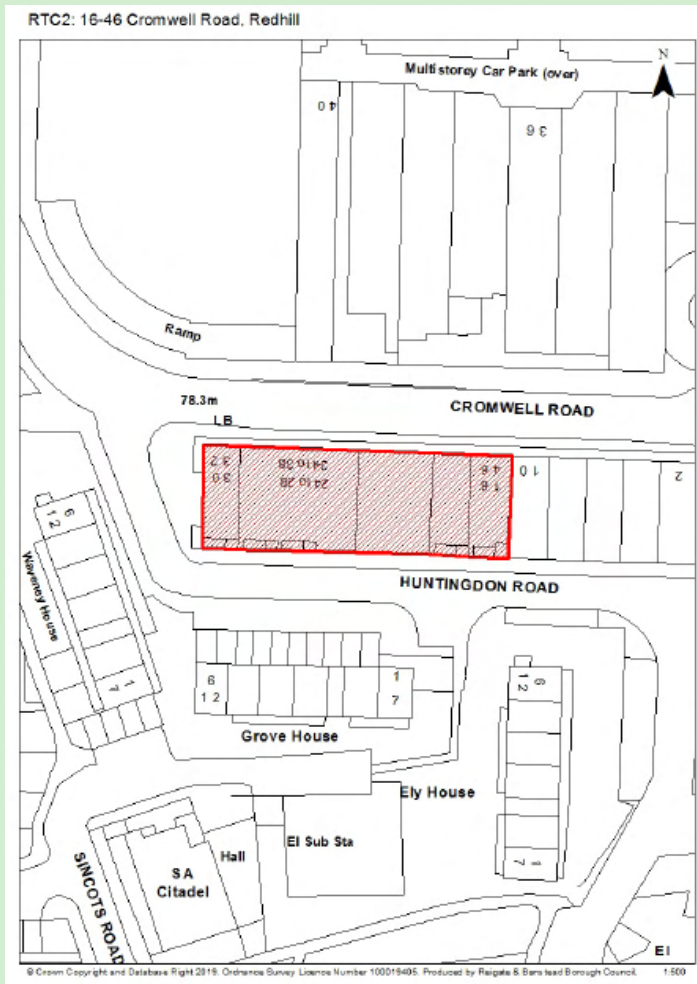
Core strategy requirements*

Housing	<p>At least 1,330 homes to be delivered within the urban area. Including:</p> <ul style="list-style-type: none"> • 750 in Redhill town centre • 50 in Merstham <p>Up to 500-700 new homes in sustainable urban extensions to the east of Redhill and east of Merstham</p>
<p>Employment (subject to regular monitoring of demand levels)</p>	<p>Approximately 20,000sqm across both Area 2a and Area 2b Including:</p> <ul style="list-style-type: none"> • Approximately 7,000sqm in Redhill Town Centre <p>Additional employment development predominantly through the reuse and intensification of existing employment land</p>
<p>Retail* (subject to regular monitoring of demand levels)</p>	<p>Within Redhill: Approx. 7,500sqm of comparison retail floorspace No significant quantitative need for convenience retail floorspace</p>
Infrastructure	<p>Redhill Balanced Network Highway Scheme Relocation of community facilities from Cromwell Road New 2 form entry primary school New 6 form entry secondary school Expansion of existing primary schools in Redhill/Reigate area Merstham Community Hub Earlswood Depot Waste Processing facility Merstham Sewage Treatment Works M25 Junction 8 remodelling of merge configurations</p>

**The retail floorspace requirements have been updated in accordance with Table 4 to reflect updated evidence within the Retail Needs Assessment (2016)*

Area 2a: Redhill and Merstham: Redhill Town Centre site allocations

Policy RTC2: 16-46 Cromwell Road, Redhill, RH1 1RT



Site area:

0.08ha

Existing/previous use:

Retail and residential

Source:

Draft Redhill Town Centre Area Action Plan (2012)

HELAA Ref: RW01

Development timeframes:

Short term (0-5 years)

Allocation:

The site is allocated for mixed use development including enhanced ground floor retail, and residential at upper floors:

- **Retail, leisure or commercial:** no net gain in floorspace; and
- **Residential:** approximately 32 homes (net 24)

Requirements:

Development will be subject to the following requirements and considerations:

- Retention of active ground floor uses/frontages (retail/leisure/commercial)
- Measures to address and attenuate surface water flooding risk

Explanation:

- 3.3.31 This site is located within a highly accessible location and forms part of the Secondary Shopping Area in Redhill.
- 3.3.32 The site is partially affected by surface water flooding which must be taken into account and addressed as part of any scheme. The depth of the site may limit the nature of development which can be achieved.

Policy RTC6: Gloucester Road Car Park, Redhill, RH1 1BS

RTC6: Gloucester Road Car Park, Redhill



Site area:

0.76ha

Existing/previous use:

Surface public car park

Source:

Draft Redhill Town Centre Area Action Plan (2012)

HELAA Ref: RW02

Development timeframes:

Medium to long term (5-10 years)

Allocation:

The site is allocated for:

- **Residential and Office:** approximately 2,500sqm office space and approximately 30 homes; or
- **Residential only:** Approximately 60 new homes; or
- **Offices only:** Approximately 4,000 sqm
- **Parking:** Potential for retention or on-site re-provision of some town centre parking capacity

Requirements:

Development will be subject to the following requirements and considerations:

- Measures to address and attenuate surface water flooding risk
- Assessment of local demand for parking (including from town centre users) and off-street overnight parking for heavy goods vehicles to inform the need for re-provision of public parking spaces
- Appropriate improvements to site access onto Gloucester Road
- Design and layout to ensure amenity of neighbouring uses is protected
- Regard should be had to the setting of the locally listed buildings in Park Road

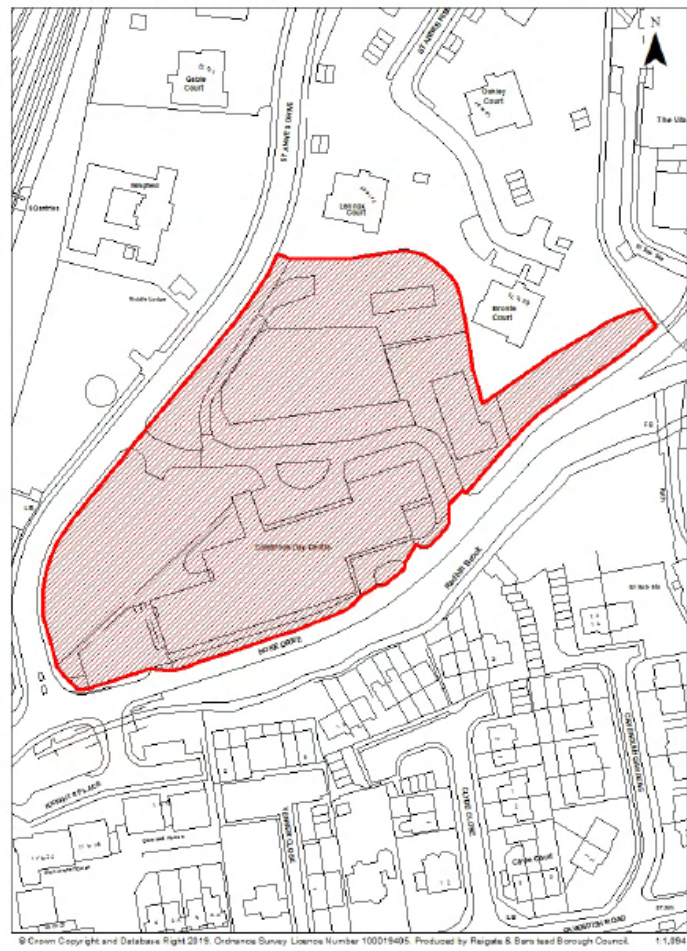
Explanation:

- 3.3.33 This site is in a highly accessible location on the edge of Redhill Town Centre and close to the rail station.
- 3.3.34 The site is partially affected by surface water flooding which must be taken into account and addressed as part of any scheme. Loss of Town Centre car parking capacity should be fully assessed and retained or re-provided as necessary.
- 3.3.35 To the west of the site there are a number of locally listed houses on Park Road which should be considered sensitively as part of any design.

Area 2a: Redhill and Merstham: Urban site allocations

Policy RTC4: Colebrook, Noke Drive, Redhill, RH1 1PT

RTC4: Colebrook, Noke Drive, Redhill



Site area:

1.47ha

Existing/previous use:

Mixed community services and garden centre

Source:

Draft Redhill Town Centre Area Action Plan (2012)

HELAA Ref: RW04

Development timeframes:

Short term (0-5 years)

Allocation:

The site is allocated for:

- **Residential:** approximately 110 units; including potentially homes for older people; and
- **Community:** new community uses, potentially including adult social care

Requirements:

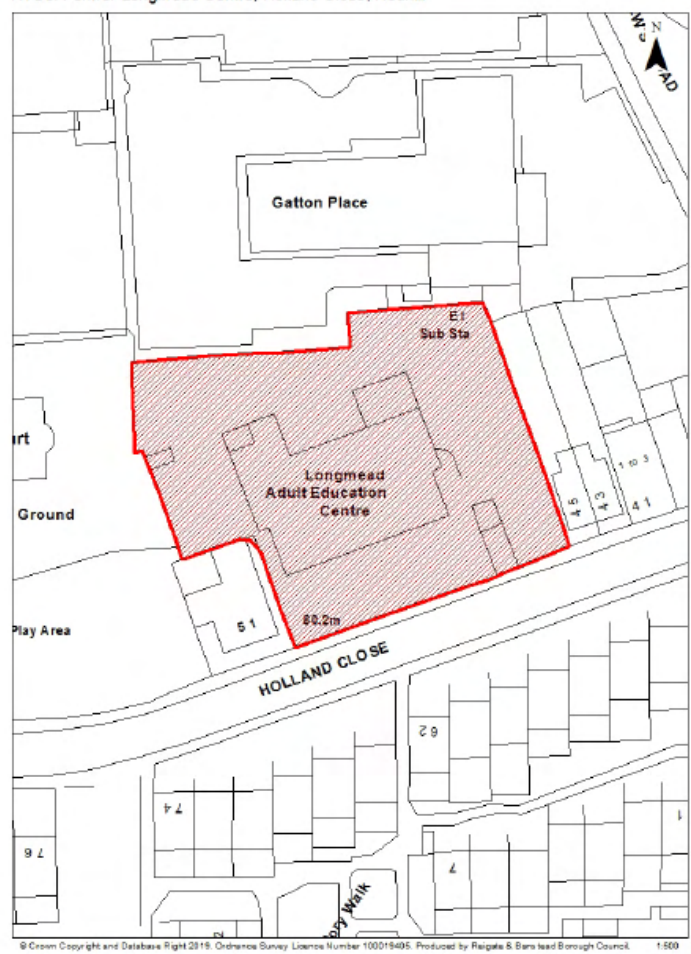
- Development will be subject to the following requirements and considerations:
- Measures to manage and mitigate flood risk in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding. A site-specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment Level 2
- Design to retain existing trees, including protected trees, and enhance landscaping and green infrastructure on site
- Design, layout and density to reflect transition from town centre to adjoining residential areas
- Re-provision/relocation of community uses
- Regard should be had to the views from the nearby Conservation Area

Explanation:

- 3.3.36 The site is in a highly accessible location, in close proximity to Redhill Town Centre and adjacent to the rail station. It provides an opportunity for intensification of an existing previously developed site.
- 3.3.37 The site is partially within Flood Zones 2 and 3a (south-west corner), there are a few protected trees on site and availability may be subject to relocation/re-provision of some of the current uses.
- 3.3.38 The site is near to the Redstone Hill Conservation Area, and the views from the Conservation Area should be taken into account in the design of any scheme.

Policy RTC5: Former Longmead Centre, Holland Close, Redhill, RH1 1HT

RTC5: Former Longmead Centre, Holland Close, Redhill



Site area:

0.22ha

Existing/previous use:

Vacant, former adult education centre

Source:

Draft Redhill Town Centre Area Action Plan (2012)

HELAA Ref: RW03

Development timeframes:

Medium to long term (5-10 years)

Allocation:

The site is allocated for:

- **Residential:** approximately 20 new homes

Requirements:

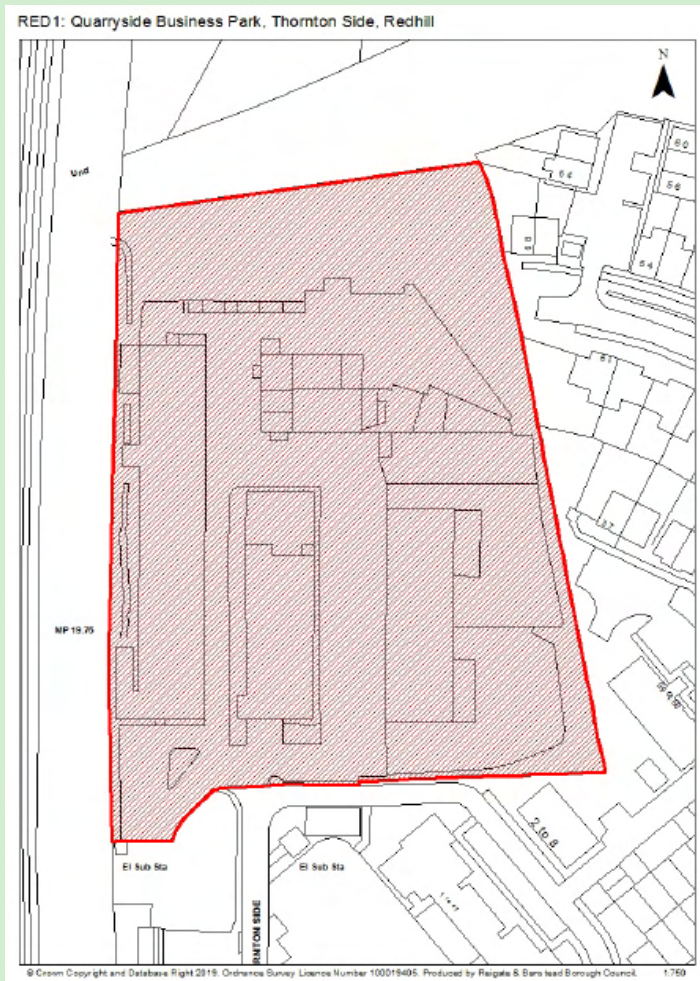
Development will be subject to the following requirements and considerations:

- Measures to address and attenuate surface water flooding risk
- Retention/conversion of existing locally important building, or at least its prominent and valued facades

Explanation:

- 3.3.39 The site is in a highly accessible location, in close proximity to Redhill Town Centre. It provides an opportunity for intensification of an existing previously developed site.
- 3.3.40 The existing building is locally listed and contributes to the historic character of the town centre. Opportunities to retain the building through conversion and refurbishment or partial redevelopment should be explored fully.
- 3.3.41 A large part of the site is affected by surface water and this should be taken into consideration in the design of any scheme.

Policy RED1: Quarryside Business Park, Thornton Side, Redhill, RH1 2LJ



Site area:

1.3ha

Existing/previous use:

Industrial/commercial units

Source:

Identified in "*Land at Holmethorpe Development Brief*" SPG (2001)
HELAA Ref: RE21

Development timeframes:

Medium to long term (5-10 years)

Allocation:

The site is allocated for:

- **Residential:** up to 60 homes, focussed predominantly on a mixture of small and large family houses; and
- **Community:** potential for community uses (subject to demand)

Requirements:

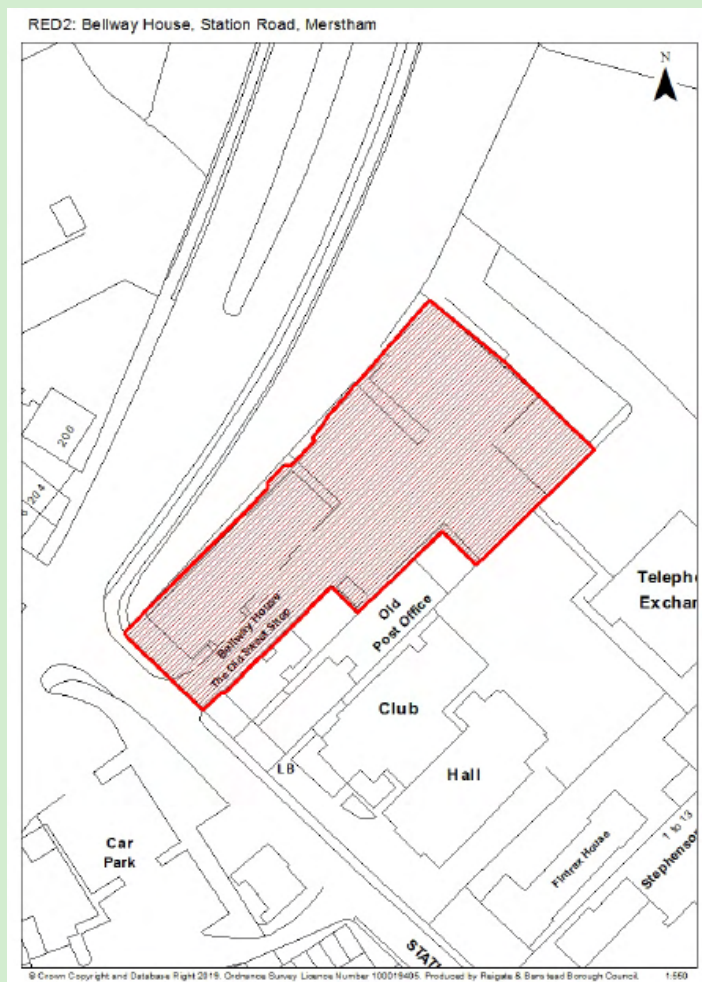
Development will be subject to the following requirements and considerations:

- Measures to address and attenuate surface water flooding risk
- Design to ensure satisfactory residential amenity due to proximity to railway line, including appropriate noise reduction measures
- Development should integrate with existing pedestrian routes and roads within the adjoining Watercolour development including Reeds Meadow and Thornton Side
- Full contamination survey and land remediation measures as appropriate
- Explore potential for an element of community provision as part of future development

Explanation:

- 3.3.42 The site is in an accessible location, with good access to local facilities and bus services. There are densely wooded steep banks to the north of the site.
- 3.3.43 The site is partially affected by surface water flooding which must be taken into account and addressed as part of any scheme. The proximity to the railway line may give rise to residential amenity issues and there is potential for land contamination on the site.

Policy RED2: Bellway House, Station Road North, Merstham, RH1 3YU



Site area:

0.2ha

Existing/previous use:

Offices

Source:

HELAA Ref: M15

Development timeframes:

Short term (0-5 years)

Allocation:

The site is allocated for:

- **Residential:** up to 30 homes

Requirements:

Development will be subject to the following requirements and considerations:

- Design to ensure satisfactory residential amenity due to proximity to railway line and motorway, including appropriate noise reduction measures
- Full contamination survey and land remediation measures as appropriate
- Appropriate improvements to site access from Station Road North
- Regard should be had to the adjacent Conservation Area

Explanation:

- 3.3.44 The site is in an accessible location with good access to local facilities and bus services and is adjacent to Merstham rail station. The site provides an opportunity for intensification of an existing previously developed site.
- 3.3.45 Proximity to the railway line and motorway may give rise to residential amenity issues and there is potential for land contamination on the site.
- 3.3.46 The site is adjacent to Merstham Conservation Area and is on the main northern approach into Merstham. Any new development should have regard to the setting of the Conservation Area including preservation of the Sylvan Parkway Approach.

Policy RED4: Church of Epiphany, Mansfield Drive, Merstham, RH1 3JP

RED4: Church of Epiphany, Mansfield Drive, Merstham



Site area:

0.33ha

Existing/previous use:

Church (vacant) and curtilage

Source:

HELAA Ref: M22

Development timeframes:

Short term (0-5 years)

Allocation:

The site is allocated for:

- **Residential:** up to 10 homes

Requirements:

Development will be subject to the following requirements and considerations:

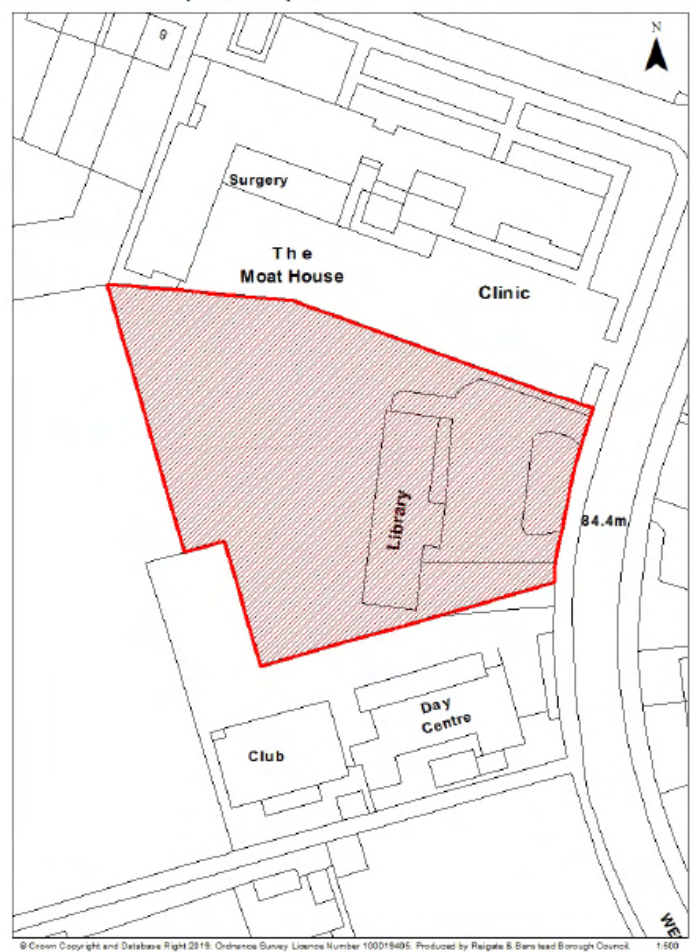
- Development of a scale that reflects the character of the surrounding area and safeguards residential amenity
- Provide sufficient off-street parking in accordance with adopted local standards
- Measures to address and attenuate surface water flooding risk
- Appropriate improvements to the site access onto Mansfield Drive

Explanation:

- 3.3.47 This site is in an accessible location with good access to local facilities, including facilities within the nearby local centre. The site provides an opportunity for intensification of an existing previously developed site within the Merstham Regeneration area. Efforts should be made to salvage the sculpture on the building as an undesignated heritage asset. The site is partially affected by surface water flooding.

Policy RED5: Merstham Library, Weldon Way, Merstham, RH1 3QB

RED5: Merstham Library, Weldon Way, Merstham



Site area:

0.26ha

Existing/previous use:

Library

Source:

HELAA Ref: M12

Development timeframes:

Medium term (5-10 years)

Allocation:

The site is allocated for:

- **Residential:** up to 10 homes; and/or
- **Community:** replacement of nearby community use (on RED4) or other relevant community use

Requirements:

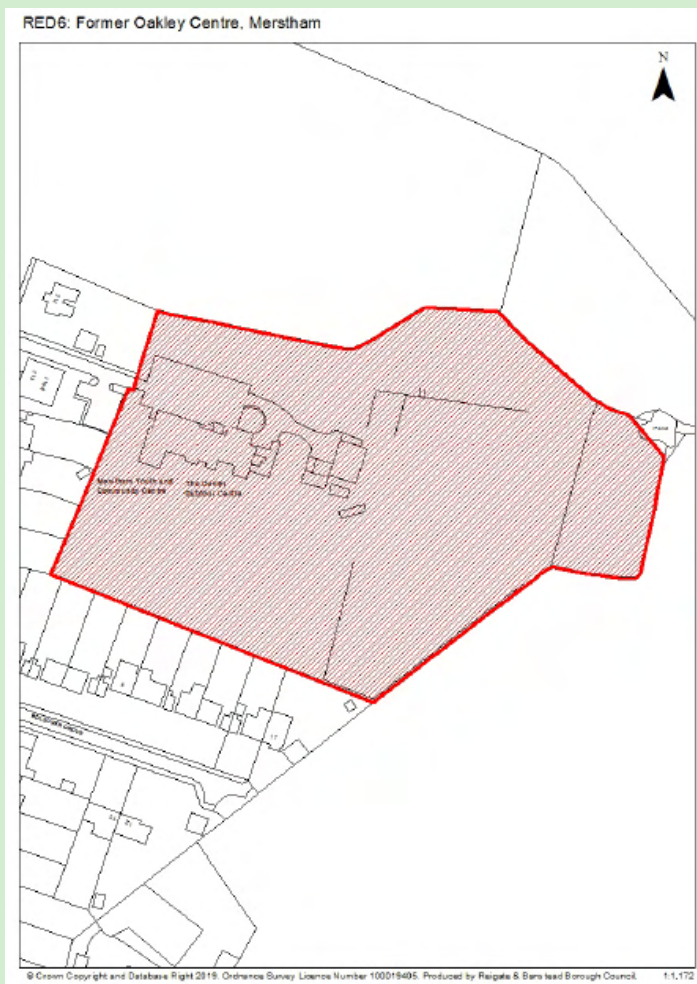
Development will be subject to the following requirements and considerations:

- Residential and/or community use
- Avoid highly vulnerable and more vulnerable development on areas at risk of flooding. On the rest of the site, measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding. A site-specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment Level 2
- Provide sufficient off-street parking in accordance with adopted local standards
- Regard should be had to the adjacent scheduled monument

Explanation:

- 3.3.48 The site is in an accessible location, with good access to local facilities, including to facilities within the nearby local centre. This site provides an opportunity for intensification of an existing previously developed site. The site is partially within Flood Zones 2 and 3.
- 3.3.49 The site is adjacent to Albury Moat Scheduled Monument. Any redevelopment should retain a woodland buffer to the scheduled monument and reflect the low height of development adjacent to the scheduled monument.

Policy RED6: Former Oakley Centre, Radstock Way, Merstham, RH1 3NT



Site area:

1.97ha

Existing/previous use:

Community services (youth centre) - vacant

Source:

HELAA Ref: M13

Development timeframes:

Short term (0-5 years)

Allocation:

The site is allocated for:

- **Residential:** up to 30 homes (including conversion of listed building)

Requirements:

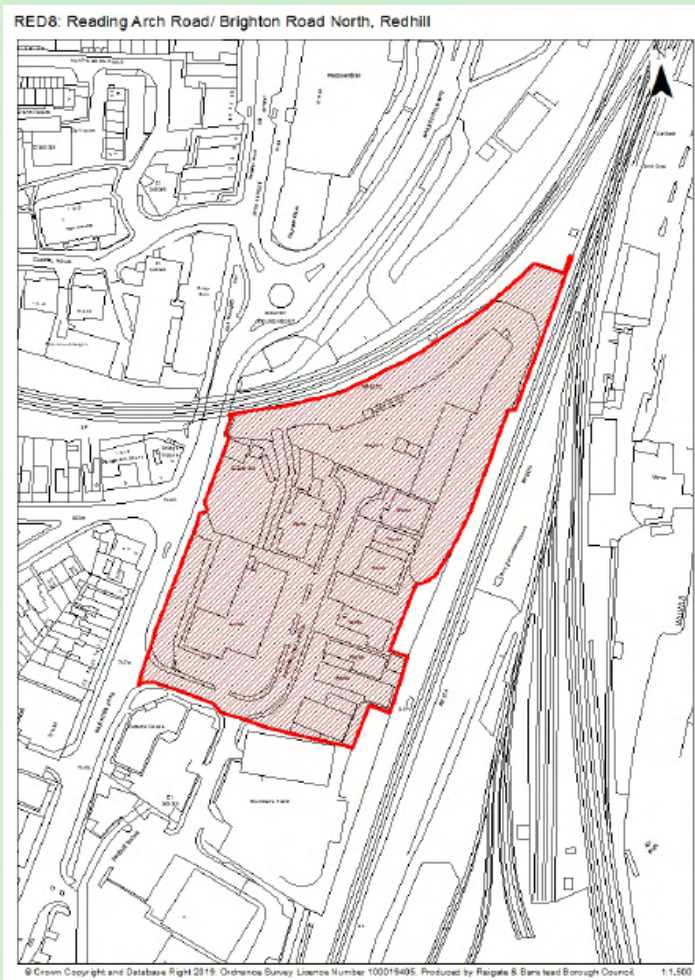
Development will be subject to the following requirements and considerations:

- Design and layout to protect and enhance the listed building and its setting
- Retention of existing trees where possible and enhancement of green infrastructure, including open space
- Development on existing Urban Open Space would only be acceptable where clearly justified by viability and the need for funding to support regeneration in Merstham
- Design to ensure satisfactory residential amenity due to proximity to the motorway, including appropriate noise reduction measures
- Appropriate improvements to the site access onto Radstock Way

Explanation:

- 3.3.50 The site is in an accessible location, relatively close to facilities within the Portland Drive local centre. The site has been actively promoted for development as part of the Merstham Estate regeneration and has been the subject of a number of planning applications during the preparation of the DMP.
- 3.3.51 The site is partially designated as Urban Open Space and partially Green Belt. There are some wooded areas within the site. The site is in close proximity to junction 7 of the M25 and M23 which gives rise to noise and residential amenity considerations.
- 3.3.52 The building is a Grade II listed Victorian country house, and proposals would need to respect the setting of the listed building so that any development in the grounds is ancillary and subordinate to the listed building.

Policy RED8: Reading Arch Road/Brighton Road North, Redhill, RH1 1HG



Site area:

1.94ha

Existing/previous use:

Mixed industrial units, car sales showroom and open storage land

Source:

Redhill Town Centre Area Action Plan (2012)
HELAA Ref: RE05

Development timeframes:

Medium term (5-10 years)

Allocation:

The site is allocated for:

- **Retail:** new bulky goods retail provision (approximately 4,000sqm) through extension of the existing retail warehouse area to the south; and
- **Residential:** approximately 150 homes

Requirements:

Development will be subject to the following requirements and considerations:

- Continued protection and retention of existing employment uses until a comprehensive mixed use scheme comes forward
- Retail provision, including size of units and the type of goods sold, restricted to ensure that the development is complementary to the town centre offer
- Design to reflect the scale of development along Brighton Road and transition away from town centre
- Relocation strategy for existing business/industrial occupiers
- Measures to improve connectivity with the main shopping area, including appropriate public realm improvements
- Measures to manage and mitigate flood risk in order to reduce overall flood risk, including de-culverting of the Redhill Brook where possible and improvements to the river corridor. Design to ensure safe access and egress in the event of flooding. A site-specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment Level 2
- Design of development to explore opportunities to include enhancements to the culvert running through the site in order to incorporate and enhance the green infrastructure opportunities

Policy RED8: Reading Arch Road/Brighton Road North, Redhill, RH1 1HG (continued)

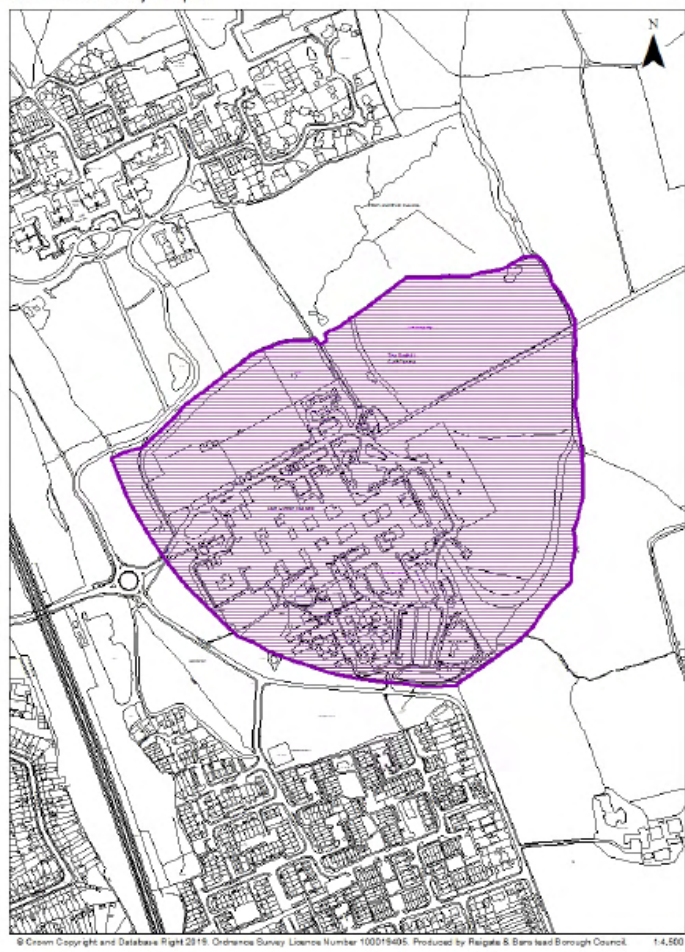
- A full contamination survey and land remediation measures as appropriate
- Design to ensure satisfactory residential amenity due to proximity to railway line and Redhill Air Quality Management Area, including appropriate noise reduction measures

Explanation:

- 3.3.53 This site is in an accessible location, located close to Redhill Town Centre and rail station but separated from the main shopping area by the railway. It has prominent and direct access onto the A23.
- 3.3.54 The existing site does not provide a fitting approach to the town centre, along this important approach route, nor does it maximise the sites capacity potential.
- 3.3.55 In the short term the existing uses should remain. Any planned loss of the employment uses will need to be accounted for as the Core Strategy has established a borough-wide growth target for such uses. Any long term redevelopment should secure the relocation of the active uses to suitable alternative premises elsewhere in the borough.
- 3.3.56 The site is in multiple ownerships although a large part of the freehold is owned by Reigate & Banstead Borough Council. Compulsory purchase may therefore be required to achieve a comprehensive scheme.
- 3.3.57 Site is partially within Flood Zones 2 and 3, and Redhill Brook is partially culverted under the site. In addition, proximity to the railway line may give rise to residential amenity issues and potential land contamination.
- 3.3.58 In the longer term, the site may provide scope to expand the main town centre retail area. This would only be justified by evidence of a clear need for additional retail space and would be subject to full assessment of the impact on the town centre.

Policy RED9: East Surrey Hospital, Redhill, RH1 5RH

RED9: East Surrey Hospital



Site area:

26ha

Existing/previous use:

Hospital

Source:

HELAA Ref: EW29

Development timeframes:

Ongoing

Allocation:

The site is allocated for:

- Hospital uses
- Medical related ancillary uses
- Key worker accommodation

Requirements:

Development will be subject to the following requirements and considerations:

Movement and Accessibility

- A Transport Assessment should be submitted in accordance with Surrey County Council requirements
- Traffic mitigation measures, should include measures to manage the impact of additional traffic on surrounding roads
- A comprehensive Travel Plan
- Appropriate levels of car parking will be required in line with adopted parking standards
- Improvements to public transport facilities and measures to improve accessibility of routes/ services as necessary
- Upgrading and extension of pedestrian and cycle routes as necessary

Design

- Design and layout to achieve an appropriate transition to, and relationship with, neighbouring residential and countryside areas including appropriate height, massing and siting of buildings and suitable consideration of shared boundaries (including measures to reinforce existing tree and hedgerow screening)
- Measures to mitigate surface water flooding risk, and layout to ensure no development on land within Flood Zones 2 and 3

Policy RED9: East Surrey Hospital, Redhill, RH1 5RH (continued)

- Inclusion of an appropriate open landscape buffer, and public open space, to reinforce the distinctive identities of Earlswood and South Earlswood
- A heritage assessment of existing buildings should be submitted to identify features and other assets worthy of protection, conservation and enhancement
- An ecological survey should be submitted to identify habitats and species, and make provision for appropriate nature conservation measures and habitat enhancements. Particular regard should be had to the SNCI's both within and adjacent to the site, with appropriate measures taken to protect and enhance these areas where applicable
- Protect existing tree belts and enhance landscaping, to support a suitable transition between the Hospital site and the Green Belt
- Should development be located in close proximity to the areas of Ancient Woodland, appropriate measures must be provided to protect these areas, including provision of a buffer zone
- Development must seek to retain the principal hospital building and allow for extensions that are well designed and sympathetic to the character and style of the existing development.

Uses

New buildings that are subordinate in scale will be permitted for a range of hospital related uses, within a landscaped setting. These uses will comprise:

- Hospital and ancillary related medical uses, including exemplar facilities
- Residential accommodation for hospital "key workers"
- Public realm, open space and landscape features

The Council will need to be satisfied that the residential uses will be occupied and retained for the sole purpose of providing for medical and similar staff employed and/or directly related to the hospital site.

Delivery

- Development will be in accordance with a comprehensive masterplan and landscape framework to be prepared to set out the proposed development of the site and in place prior to the consideration of planning applications. This to include details on type and nature of the medical uses, phasing, provision and delivery of public open space, public realm and movement and accessibility considerations.
- Early discussions with Thames Water are needed regarding the adequacy of wastewater treatment infrastructure capacity to cope with proposed development, and the need for any upgrades ahead of development.

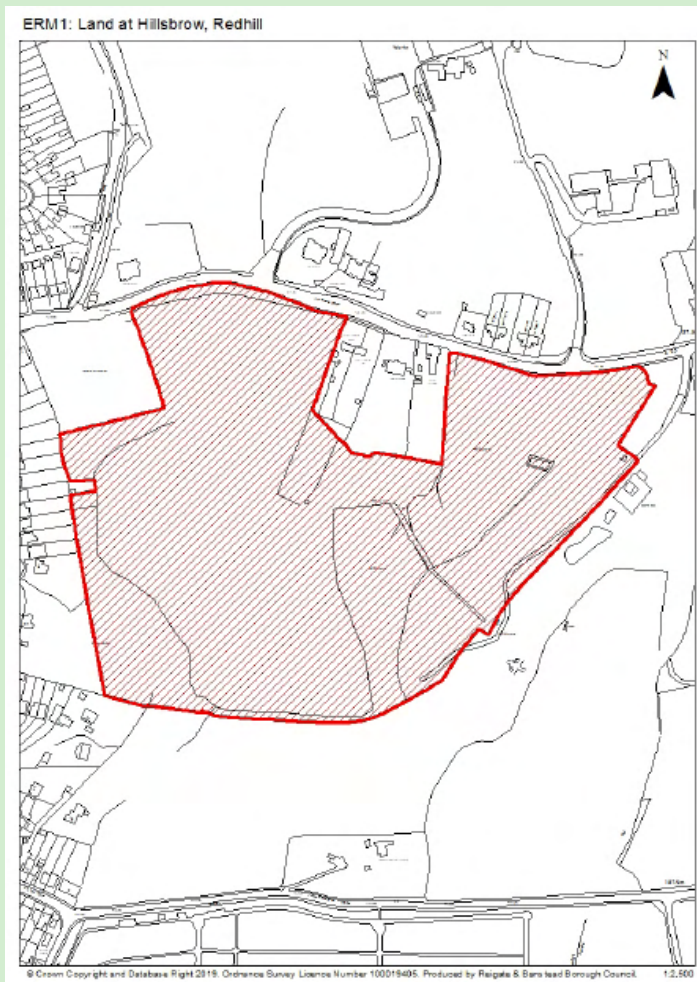
Explanation:

- 3.3.59 The East Surrey Hospital (ESH) is a major acute hospital providing emergency and non-emergency services to residents of East Surrey, parts of West Sussex, and South Croydon. It is operated by Surrey and Sussex Healthcare NHS Trust. The Trust is facing an increasing demand for services and a requirement to extend and update the services provided from this site. It considers that the ESH site provides an opportunity to develop a health campus that brings together healthcare and wellness by integrating health and social care utilising shared skills and expertise and to serve the growing and aging population. A series of piecemeal extensions to the hospital have been approved in the past but there is now a need to address the accommodation limitations and to carry out more extensive development to reorganise the current services on the site and accommodate new and refurbished hospital and ancillary facilities.

- 3.3.60 ESH was recognised in the 2005 Borough Local Plan as a “Major Existing Developed Site” in the Green Belt with limited infilling opportunity. However the retention of the site in the Green Belt could delay or could otherwise frustrate the achievement of the redevelopment and refurbishment of ESH, which is required to efficiently meet the identified and growing needs within the hospital’s service area.
- 3.3.61 The site is prominent, and as it is positioned between existing settlements it is desirable to respect the separateness and identity of local communities and the sense of openness. Indicative site concept layouts show that a comprehensive redevelopment/refurbishment could be carried out, with restrictions and limitations to reflect local site and other important considerations including; highway access, alternative transport, nature conservation and heritage assets, whilst protecting the setting of the wider Metropolitan Green Belt.
- 3.3.62 The Three Arch Road SNCI and the East Surrey Hospital Wood SNCI bound the site to the south west/west and the south east respectively. The East Surrey Hospital Ponds SNCI is located within the site boundary to the south. In addition there is Ancient Woodland in the south east of the site boundary and adjacent to the site boundary in the north east. Any proposals must take these into account and protect and enhance them as appropriate.
- 3.3.63 Other key considerations are that parts of the site are affected by surface water flooding; there are a number of protected trees along the site boundaries; and the site’s close proximity to Grade II listed buildings and a Historic Park and Garden.

Area 2a: Redhill and Merstham: Sustainable urban extensions

Policy ERM1: Land at Hillsbrow, Redhill

**Site area:**

9.3ha

Existing/previous use:

Open grassland and woodland

Source:

HELAA Ref: RE22

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 145 homes, including approximately 25 units of housing for older people and approximately 1 traveller pitch

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the adjacent Holmesdale Biodiversity Opportunity Area and the Greensand Ridge
- Protection and enhancement of areas of ancient woodland and other areas of significant woodland, including provision of an appropriate buffer zone and long-term management proposals
- Design measures to protect and enhance landscape quality, including building heights and massing which ensure the development is not visible in long-range views. Opportunities should be sought to increase tree coverage where possible, particularly where this may help with mitigating any visual impact
- Design measures to protect the setting of adjoining listed buildings and respect the character of Nutfield Road
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- A full contamination survey and land remediation measures as appropriate

Policy ERM1: Land at Hillsbrow, Redhill (continued)

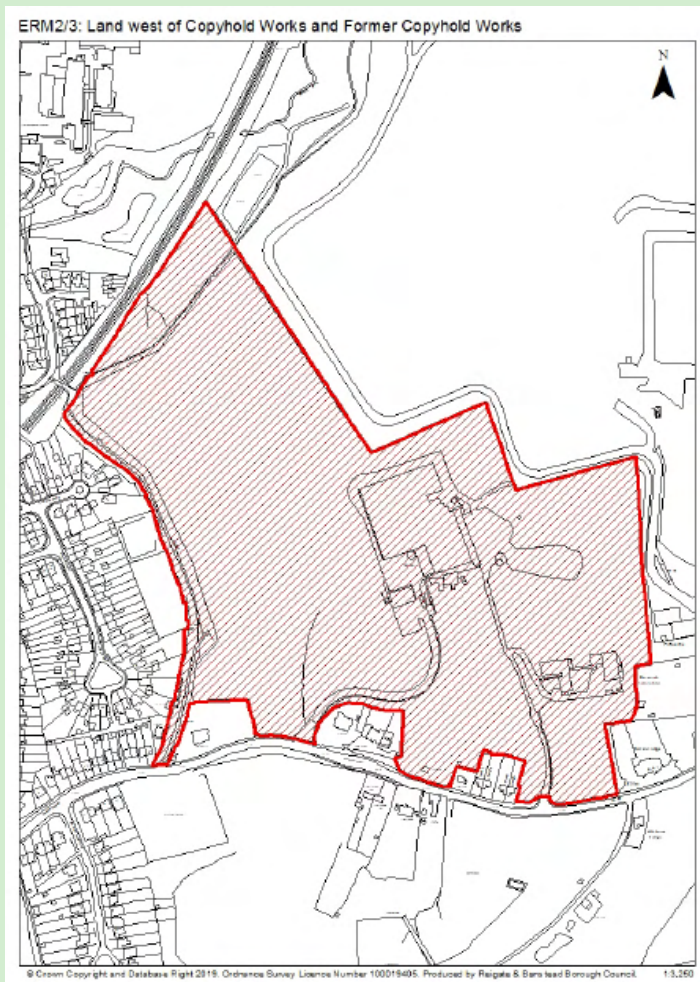
Infrastructure:

- Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road with safe crossing points to access the footpath adjacent to Redstone Park (FP102)
- Enhancement of the footpath adjacent to Redstone Hollow (FP530)
- Local improvements to existing bus infrastructure/passenger facilities on Nutfield Road
- Comprehensive initiatives to support and encourage sustainable travel
- Measures to manage the effects on nearby rural and residential roads, including Cormongers Lane/Fullers Wood Lane, from rat-running and re-routing
- Safe highway access onto Nutfield Road, taking a co-ordinated approach with any other allocated development sites in the vicinity
- Appropriate on-site public open space and play facilities
- Potential extension to existing allotments adjacent to the site
- Submission of a Transport Assessment will be required as part of a planning application, to include consideration of impacts on the A25
- Provide approximately one serviced traveller pitch which provides hard standing, garden and connections for drainage, electricity and water to accommodate one household. This pitch should be reasonably integrated with other residential development and not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community. Delivery is to be phased alongside delivery of other new homes. Pitches should be provided on this site unless the applicant can demonstrate that these pitches can be provided on an alternative site which is suitable, available and within the applicant's control. Land provided (whether on the SUE site or off-site) for this purpose will be secured through an appropriate legal agreement

Explanation:

- 3.3.64 The site is located on the southern side of the A25 to the east of Redhill town Centre and is in close proximity to Redhill Town Centre and Redhill Rail Station.
- 3.3.65 The site comprises areas of open grassland located on the brow of the Greensand Ridge, surrounded by belts of dense woodland, some of which is protected ancient woodland. There are areas of ancient and other woodland, which limit development potential and require protection. There is scope for development to improve green infrastructure linkages with the surrounding countryside and secure enhanced management of the ancient woodland areas. There is also possible localised land contamination owing to historic uses.

Policy ERM2/3: Land west of Copyhold Works and former Copyhold Works, Redhill



Site area:

17.2ha

Existing/previous use:

Open paddock and derelict former Copyhold works

Source:

HELAA Ref: RE20

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 230 homes, including approximately 53 units of housing for older people; and approximately 3 traveller pitches, and
- **Education:** 1.5ha of serviced land for a new two-form entry primary school. If further testing at the planning application stage demonstrates that there is no need for this use, the land can be used to deliver additional homes; and
- **Open Space:** a new, high quality public open space

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the Holmesdale Biodiversity Opportunity Area, Holmethorpe Site of Nature Conservation Importance and the Greensand Ridge
- Protection and enhancement of areas of significant woodland
- Design measures to protect and enhance landscape quality, including building heights/massing and retention of open areas in visually sensitive locations, to minimise the visibility of development in long-range views
- Design and mitigation measures to address environmental health impacts associated with the adjoining landfill and to ensure an acceptable residential amenity, including but not limited to, an appropriate buffer zone to the adjoining landfill and maintaining appropriate access to boreholes
- Design measures to protect the setting of adjoining listed buildings and respect the character of Nutfield Road
- Layout to incorporate a buffer zone and improvements to the Redhill Brook corridor
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDs

Policy ERM2/3: Land west of Copyhold Works and former Copyhold Works, Redhill (continued)

- A full contamination survey and land remediation measures as appropriate
- Appropriate phasing of the delivery of homes on the site in order to minimise potential conflicts with any ongoing or future waste operations and site restoration works

Infrastructure:

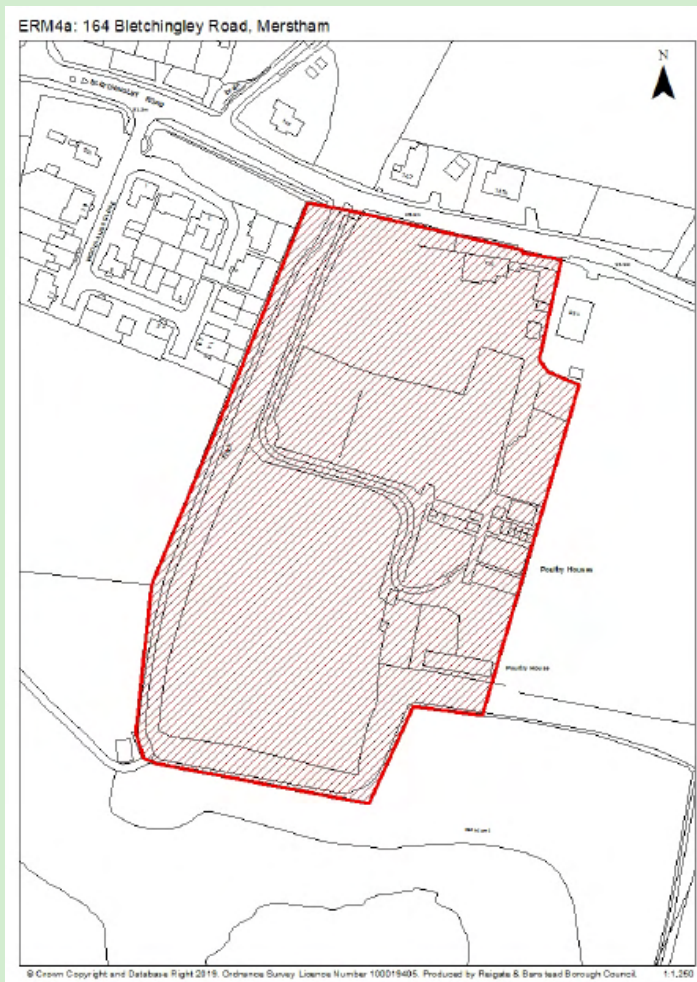
- A 1.5ha serviced site capable of accommodating a new two-form entry primary school
- Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road and significant upgrades of the existing footpath east of Redstone Park (Foot Path No. 102 and Cycle Route 21)
- Additional north-south pedestrian and cycle links through the site as an integral part of the design
- Local improvements to existing bus infrastructure/passenger facilities on Nutfield Road
- Comprehensive initiatives to support and encourage sustainable travel
- Measures to manage the effects on nearby rural and residential roads, including Cormongers Lane/Fullers Wood Lane, from rat-running and re-routing
- Safe highway access onto Nutfield Road, taking a co-ordinated approach with any other allocated development sites in the vicinity
- Appropriate on-site public open space and play facilities
- Submission of a Transport Assessment will be required as part of a planning application, to include consideration of impacts on the A25
- Provide approximately three serviced traveller pitches, with hard standing, garden and connections for drainage, electricity and water, to accommodate three households. Pitches should be reasonably integrated with other residential development and not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community. Delivery is to be phased alongside delivery of other new homes. Pitches should be provided on this site unless the applicant can demonstrate that these pitches can be provided on an alternative site which is suitable, available and within the applicant's control. Land provided (whether on the SUE site or off-site) for this purpose will be secured through an appropriate legal agreement

Explanation:

- 3.3.66 The former Copyhold works and land to the west are located on the northern side of the A25, east of Redhill Town Centre and in close proximity to the rail station
- 3.3.67 The western side of the site comprises an open paddock which slopes downwards towards its northern boundary. On the western edge there is an existing public right of way leading into the town. The eastern side of the site comprises a previously developed former industrial site, comprising a number of derelict buildings and associated areas of hardstanding.
- 3.3.68 The site is largely enveloped by belts of dense woodland. It is believed that parts of the site may have been historically quarried (including the paddock which was subsequently restored).
- 3.3.69 The site adjoins the active Patteson Court landfill, albeit the land which immediately adjoins the site has been filled and restored.

- 3.3.70 Housing development of the site must ensure that operations at Patteson Court are substantially completed before residential development takes place and are not compromised by development of this site. As advised by Surrey County Council as the Waste Planning Authority, 'substantially complete' shall be taken to be the date at which the disposal of non-hazardous and hazardous waste materials (with the exception of those materials that meet the relevant restoration criteria) is completed in accordance with the details approved through the applicable planning permission(s) and Environmental Permit, including completion of all capping activities. In line with advice from Surrey County Council, as Waste Planning Authority, care should be taken in the site design and layout to minimise any environmental concerns arising from the landfill.
- 3.3.71 Any planning application, should demonstrate that the development of the site would not compromise the effective operation of the Patteson Court landfill and that it would achieve an acceptable residential environment. In particular, careful consideration would be required in terms of traffic and environmental health impacts, including noise and odour. Appropriate environmental and technical assessments – taking account of the up to date information regarding any ongoing operations at the landfill at the time of application and appropriate consultation with the operator and Waste Planning Authority – would be expected to support any planning application. These studies should also clearly identify any mitigation measures to be provided within any development proposals in order to ensure an acceptable relationship and residential environment. Such mitigation measures could include appropriate stand-off/buffer zones, acoustic screening and strengthening of boundary landscaping to the landfill operation.
- 3.3.72 Careful consideration should also be given to the phasing of the delivery of homes within the site to ensure that any potential conflict with ongoing waste operations and site restoration works at Patteson Court can be minimised, taking account of circumstances at the time and the future of the landfill site and any environmental assessments available at the time of any planning application.
- 3.3.73 The proposal will need to minimise visibility of the development in long range views. In particular, development will need to protect the woodland backdrop and borrowed landscape to Gatton Park, a registered park and garden, including vistas and views from the park.
- 3.3.74 The proposals should respect the undesignated historic landscape character of the wooded boundary to Nutfield Road.
- 3.3.75 The housing capacity on the site may be increased over and above the allocated capacity, should testing at the point of planning application demonstrate there is no need for a new primary school in this location.

Policy ERM4a: 164 Bletchingley Road, Merstham



Site area:

2.5ha

Existing/previous use:

House set within a substantial plot containing a series of small scale redundant farm buildings

Source:

HELAA Ref:M18

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 30 homes

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, and an appropriate relationship with the adjoining Spynes Mere Local Nature Reserve and reflecting the adjacent Holmesdale Biodiversity Opportunity Area
- Protection and enhancement of woodland boundaries
- Design and layout to enhance landscape quality, provide an appropriate transition to surrounding countryside and minimise visibility of the development in long range views
- Protection and enhancement of the character and setting of existing listed buildings
- Design to respect and enhance the character of Bletchingley Road
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- Additional tree or hedgerow planting along eastern boundary to strengthen the Green Belt boundary

Infrastructure:

- Improvement and extension of pedestrian and cycle facilities, including new footways on Bletchingley Road and significant upgrades of the existing bridleway through the site (Bridleway 119) (in conjunction with ERM4b)
- Local improvements to existing bus infrastructure/passenger facilities on Bletchingley Road

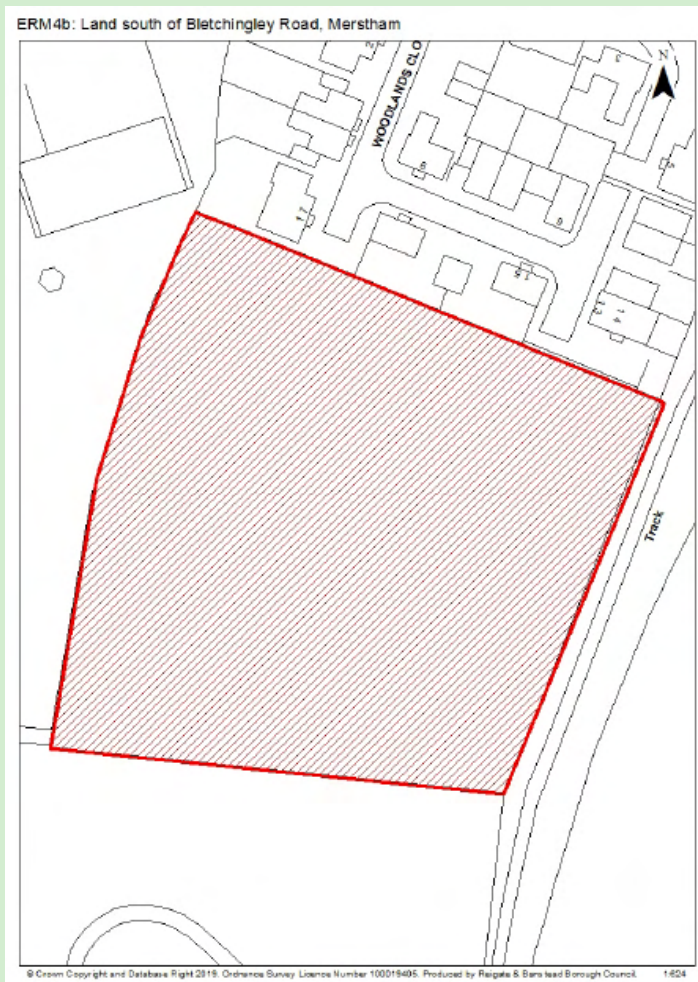
Policy ERM4a: 164 Bletchingley Road, Merstham (continued)

- Upgrading of off-carriageway pedestrian/cycle routes to nearby local centres and Merstham station
- Safe highway access onto Bletchingley Road, taking a co-ordinated approach with other sites in the vicinity
- Submission of a Transport Assessment will be required as part of a planning application, to include consideration of impacts on the junction of the A23/School Hill. Where necessary the applicant will need to carry out a feasibility study, and to contribute to any improvements and interventions required, with respect to the impact of additional traffic on the safety and efficiency of this junction
- Appropriate on-site public open space and play facilities

Explanation:

- 3.3.76 The site is on the eastern edge of the Merstham area, a short distance from the nearby local centre. To the south, the site adjoins the wetland nature reserve of Spynes Mere and the Holmesdale Biodiversity Opportunity Area.
- 3.3.77 Proximity to Spynes Mere Local Nature Reserve means there is a need for sensitive transition to the nature reserve and there is some visibility within long distance views and any scheme should consider the locally listed building in the north of the site.
- 3.3.78 There is scope for development to improve green infrastructure linkages with the surrounding countryside and to enhance rights of way and potential for development to support and complement the regeneration of Merstham Estate. This could include the provision of starter homes and/or self-build plots, which would be encouraged on this site.

Policy ERM4b: Land south of Bletchingley Road, Merstham



Site area:

0.8ha

Existing/previous use:

Area of open space to the south of the former Darby House site

Source:

HELAA Ref: M20

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 30 homes

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, an appropriate relationship with the adjoining Spynes Mere Local Nature Reserve, and reflecting the adjacent Holmesdale Biodiversity Opportunity Area
- Protection and enhancement of woodland boundaries
- Design and layout to enhance landscape quality, provide an appropriate transition to surrounding countryside and minimise visibility of the development in long range views
- Design to respect and enhance the character of Bletchingley Road
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- Additional tree or hedgerow planting along western boundary to strengthen the Green Belt boundary

Infrastructure:

- Improvement and extension of pedestrian and cycle facilities, including new footways on Bletchingley Road and significant upgrade of the existing bridleway through the site (Bridleway 119) (in conjunction with ERM4a)
- Local improvements to existing bus infrastructure/passenger facilities on Bletchingley Road

Policy ERM4b: Land south of Bletchingley Road, Merstham (continued)

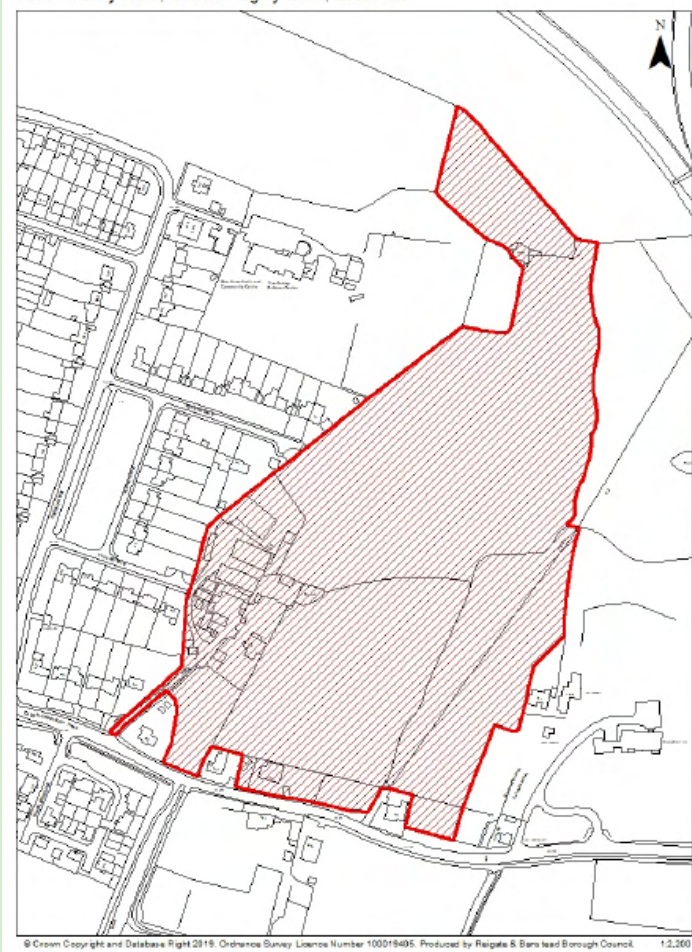
- Upgrading of off-carriageway pedestrian/cycle routes to nearby local centres and Merstham station
- Safe highway access onto Bletchingley Road, taking a co-ordinated approach with other sites in the vicinity
- Submission of a Transport Assessment will be required as part of a planning application, to include consideration of impacts on the junction of the A23/School Hill. Where necessary the applicant will need to carry out a feasibility study, and to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction
- Appropriate on-site public open space and play facilities

Explanation:

- 3.3.79 The site is on the eastern edge of the Merstham area, a short distance from the nearby local centre. To the south, the site adjoins the wetland nature reserve of Spynes Mere and the Holmesdale Biodiversity Opportunity Area. The site of Woodlands School adjoins to the west.
- 3.3.80 Proximity to Spynes Mere Local Nature Reserve means there is a need for a sensitive transition to the local nature reserve.
- 3.3.81 There is scope for development to improve green infrastructure linkages with the surrounding countryside and enhance rights of way. There is also potential for development to support and complement the regeneration of Merstham Estate. This could include the provision of starter homes and/or self-build plots, which would be encouraged on this site.

Policy ERM5: Oakley Farm, off Bletchingley Road, Merstham

ERM5: Oakley Farm, off Bletchingley Road, Merstham



Site area:

7.1ha

Existing/previous use:

Open fields, small cluster of agricultural buildings in the west

Source:

HELAA Ref: M14

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** Approximately 130 homes including approximately 25 units of housing for older people and approximately 1 traveller pitch; and
- **Employment:** Small business space (offices and workshops) and/or community space, clustered around the existing farm buildings; and
- **Open Space:** New high quality public open space in the eastern part of the site.

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside
- Protect existing residential amenity
- Ensure an appropriate transition to adjoining countryside, particularly by providing a significant area of new green corridor and public open space (including play facilities) in the eastern part of the site
- Protection and enhancement of woodland, particularly on boundaries
- Design and layout to enhance landscape quality, particularly in proximity to the AONB and minimise visibility of the development in long range views
- Appropriate buffer zone to the adjacent motorway and mitigation measures to protect future residents from noise pollution/air quality issues
- Protection and enhancement of the character and setting of existing listed buildings
- Design to respect and enhance the character of Bletchingley Road
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS

Policy ERM5: Oakley Farm, off Bletchingley Road, Merstham (continued)

- Additional tree or hedgerow planting along the north eastern boundaries to strengthen the Green Belt boundary

Infrastructure:

- New small scale commercial/small business units (offices and workshops) and/or complementary community space
- New high quality public open space, including appropriate play facilities
- Improvement and extension of pedestrian and cycle facilities, including new footways on Bletchingley Road and significant upgrades of the existing footpath running through the site (Footpath 198)
- Local improvements to existing bus infrastructure/passenger facilities on Bletchingley Road
- Upgrading of off-carriageway pedestrian/cycle routes to nearby local centres and Merstham station, including Footpath 93
- Safe highway access onto Bletchingley Road, taking a co-ordinated approach with other sites in the vicinity
- Submission of a Transport Assessment will be required as part of a planning application, to include consideration of impacts on the junction of the A23/School Hill. Where necessary the applicant will need to carry out a feasibility study, and to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction
- Provide approximately one serviced traveller pitch, with hard standing, garden and connections for drainage, electricity and water, to accommodate one household. This pitch should be reasonably integrated with other residential development and not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community. Delivery is to be phased alongside delivery of other new homes. This pitch should be provided on this site unless the applicant can demonstrate that the pitch can be provided on an alternative site which is suitable, available and within the applicant's control. Land provided (whether on the SUE site or off-site) for this purpose will be secured through an appropriate legal agreement.

Explanation:

- 3.3.82 The site is on the northern side of Bletchingley Road, a short distance east of the nearby Portland Drive Local Centre, and lies between the existing built up area of Merstham and the borough boundary with Tandridge. To the east, the site adjoins further open countryside in the borough of Tandridge and is also bounded by the M23/M25 to the north east.
- 3.3.83 The site comprises several open fields used predominantly for grazing, with a small cluster of agricultural buildings in the west, some of which are listed.
- 3.3.84 There is scope for development to improve green infrastructure linkages with the surrounding countryside, enhance rights of way and to support and complement the regeneration of Merstham Estate. This could include the provision of starter homes and/or self-build plots, which would be encouraged on this site.
- 3.3.85 Development proposals should preserve and enhance the setting of the locally listed farm yard and farmhouse.
- 3.3.86 The historic landscape should be respected and a green corridor along Bletchingley Road included, retaining the hedge and underwood as well as historic hedgerows and native tree cover within the site.

Area 2b: Wealden Greensand Ridge: Reigate

What the Core Strategy says

- 3.3.87 The Core Strategy's spatial strategy for Areas 2a and Area 2b recognises the need to ensure their continued success by maintaining the area's high economic profile. It describes Reigate in 2027 as having had its historic interest protected, and its unique character, attractiveness and town centre offer enhanced.
- 3.3.88 Reigate town centre is identified as catering for local and some borough-wide needs whilst having only limited potential for growth, it will continue to serve as a location for small specialist shops.
- 3.3.89 The area to the south and south west of Reigate is identified in the Core Strategy as a Broad Area of Search for Sustainable Urban Extensions, with capacity for up to 500-700 new homes.
- 3.3.90 **Core Strategy Policies:**
Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

Table 11: Development in Area 2b (Core Strategy)

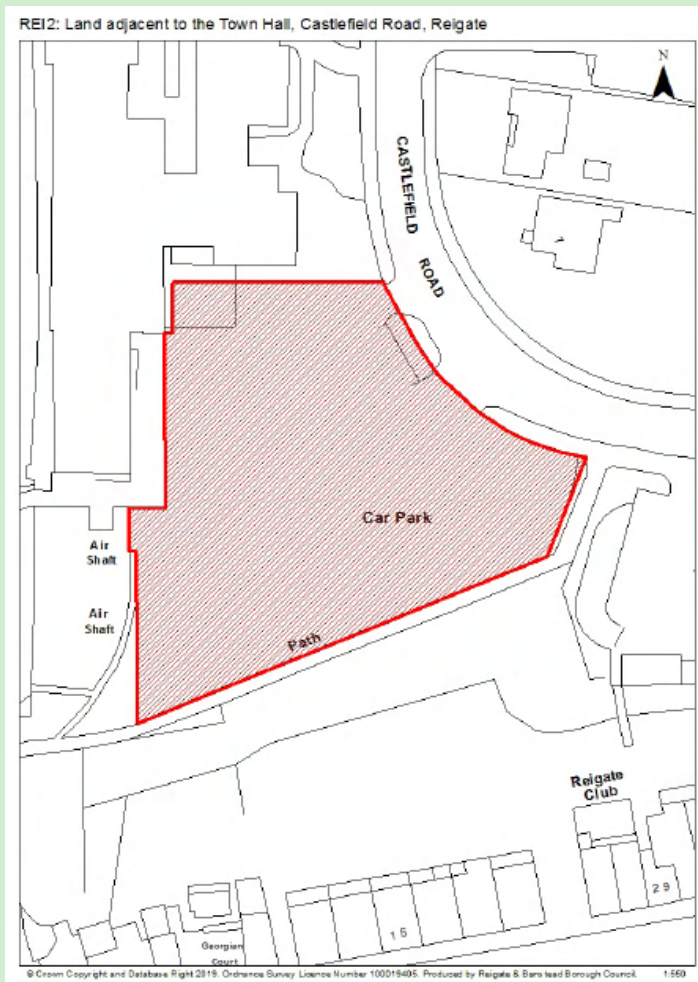
Core strategy requirements*

Housing	At least 280 homes to be delivered within the urban area Up to 500-700 new homes in sustainable urban extensions to the South and South West of Reigate
Employment (subject to regular monitoring of demand levels)	Approximately 20,000sqm across both Area 2a and Area 2b Additional employment development predominantly through the reuse and intensification of existing employment land
Retail* (subject to regular monitoring of demand levels)	Within Reigate: Approx. 2,500sqm of comparison retail floorspace No significant quantitative need for convenience retail floorspace
Infrastructure	Expansion of existing primary schools in Redhill/Reigate area

**The retail floorspace requirements have been updated in accordance with Table 4 to reflect updated evidence within the Retail Needs Assessment (2016)*

Area 2b: Reigate: Reigate Town Centre site allocation

Policy REI2: Land adjacent to the Town Hall, Castlefield Road, Reigate, RH2 0SH



Site area:

0.25ha

Existing/previous use:

Surface car park

Source:

HELAA Ref:RC22

Development timeframes:

Short term (0-5 years)

Allocation:

The site is allocated for:

Office only: approximately 1,500sqm; or

Residential only: approximately 30 homes

Requirements:

Development will be subject to the following requirements and considerations:

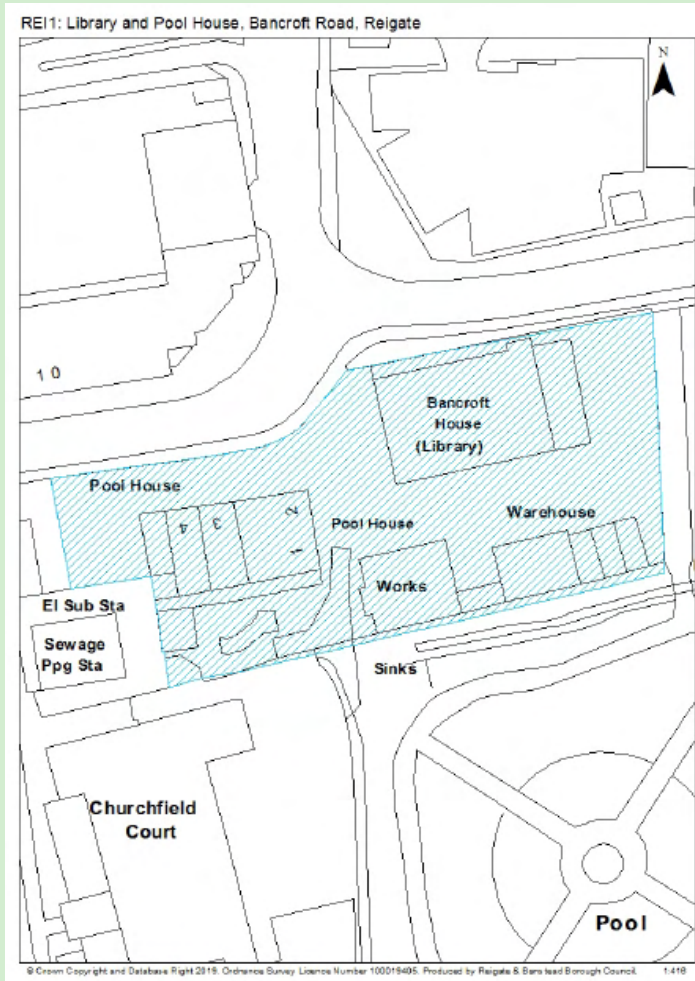
- Improvements to connectivity between the site and town centre, including appropriate public realm improvements and signage
- Provision of appropriate level of off-street parking for proposed uses and retention of adequate parking for existing users
- Safe vehicular access in and out of the site, and appropriate traffic management on Castlefield Road
- High quality design and layout sensitive to the setting of the Grade II listed Town Hall, and the character/setting of the Conservation Area and Scheduled monument

Explanation:

- 3.3.91 The site is in an accessible location in close proximity to the rail station and on the edge of Reigate Town Centre.
- 3.3.92 There is a steep gradient between the site and the primary shopping area. The site is therefore potentially visible in long-range views, particularly from the south.
- 3.3.93 The site is located within Reigate Town Centre Conservation Area. It is also adjacent to the Grade II Listed Town Hall, a Scheduled Monument, a Regionally Important Geological Site and an Urban Open Space Designation.
- 3.3.94 The site, located on a prominent ridge over the town, forms a backdrop and borrowed landscape to Reigate Priory Registered Park and Garden and this backdrop and views from the park would need to be respected in the design of any new development. The site also forms the backdrop to the town and new development must be sensitive to the wider Conservation Area setting and characteristics.

Area 2b: Reigate: Opportunity sites

Policy RE11: Library and Pool House, Bancroft Road, Reigate, RH2 7RP



Site area:

0.22ha

Existing/previous use:

- Mixed including library and community uses
- Small scale retail/commercial units

Source:

HELAA Ref: RC23 and RC76

Development timeframes:

N/A

Suggested uses:

The site is suggested for:

- **Retail, commercial, leisure or community:** up to 1,000sqm; and
- **Residential:** approximately 25 homes

Requirements:

Development will be subject to the following requirements and considerations:

- Measures to manage and mitigate flood risk in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding. A site-specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment Level 2.
- Active ground floor frontage
- Design and layout to reflect location adjacent to Conservation Area
- Retention, replacement or relocation of existing community uses, particularly the library/registry office
- Relocation strategy for existing business/industrial occupiers or where appropriate accommodate existing businesses

Explanation:

- 3.3.95 The site is in a highly accessible location, adjacent to the proposed Primary Shopping Area of Reigate.
- 3.3.96 The site is partially within Flood Zones 2 and 3, and is adjacent to Reigate Town Centre Conservation Area.
- 3.3.97 The site is on a key route through Reigate and links various parts of the Reigate Town Centre Conservation Area and Chart Lane Conservation Area, and any scheme would need to reflect the character of the area. It is also be important to retain the woodland boundary and setting to Churchfields Memorial Gardens and Churchfields Recreation Ground within Chart Lane Conservation Area adjacent to the site.

Policy REI3: Albert Road North Industrial Estate, Reigate, RH2 9EL

REI3: Albert Road North Industrial Estate, Reigate



Site area:

2.4ha

Existing/previous use:

Mixed employment

Source:

HELAA Ref: RC03, RC04, and R75

Development timeframes:

N/A

Suggested uses:

The site is suggested for:

- **Employment:** At least 7,500sqm of employment space. New development must be within the B1 use class (focused on small business/incubator space and comprising a mix of offices and small workshops); and
- **Residential:** Up to 50 homes with a mixture of flats and family houses

Requirements:

Development will be subject to the following requirements and considerations:

- Measures to address and attenuate surface water flooding risk
- Measures to avoid impact from new development on the Mole Gap to Reigate Escarpment SAC
- Design to ensure satisfactory residential amenity due to proximity to the railway line, including appropriate noise reduction measures
- Relocation strategy for existing business/industrial occupiers or where appropriate accommodation for existing businesses
- Design to provide a high quality business environment
- Design to reflect character of surrounding residential area
- Provide sufficient off-street parking for both commercial and residential development in accordance with adopted local standards
- Full contamination survey and land remediation measures as appropriate
- Piecemeal development will be strongly resisted

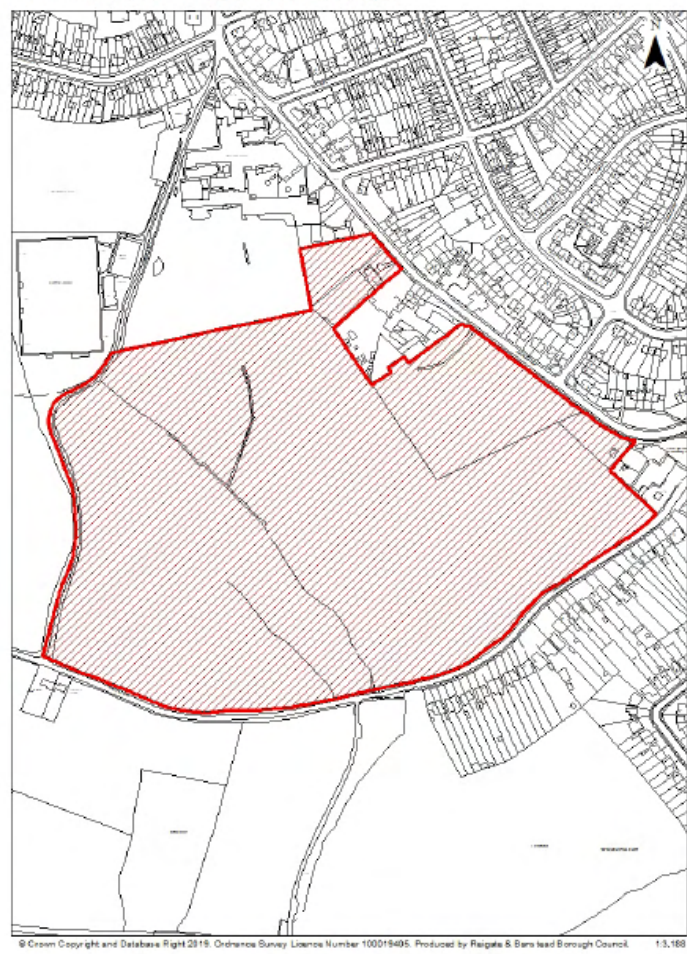
Explanation:

- 3.3.98 This site is an existing employment site, and any redevelopment would be required to retain some employment uses on this site. However, the identification of the site as an opportunity site reflects that there is some existing conflict between the more intensive industrial uses on the site and the surrounding residential area and seeks to address this, whilst making more efficient use of the site.
- 3.3.99 This site would provide a good opportunity for intensification of an existing previously developed site in an accessible location with good access to services and transport; the site is reasonably close to Reigate Town Centre and Reigate Rail Station and has good access to the M25.
- 3.3.100 The access to the site is relatively constrained through residential roads.
- 3.3.101 The site is partially affected by surface water flood risk, is adjacent to the railway line and has potential land contamination, all of which will need to be taken into consideration, and mitigated as appropriate, in any scheme.

Area 2b: Reigate: Sustainable urban extensions

Policy SSW2: Land at Sandcross Lane, South Park, Reigate

SSW2: Land at Sandcross Lane, South Park, Reigate



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Site area:

16.67ha

Existing/previous use:

Open arable fields

Source:

HELAA Ref: SPW04, and SPW13

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** Approximately 290 homes, including approximately 65 units of housing for older people and approximately 3 traveller pitches; and
- **Commercial/retail:** Small-scale local commercial facilities, including shops, to complement existing nearby facilities; and
- **Health:** Land set aside for a new health facility, close to existing community facilities. If further testing at the planning application stage demonstrates that there is no need for this use, the land can be used to deliver additional homes; and
- **Open Space:** New high quality public open space in the western part of the site

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside reflecting the Earlswood and Redhill Common Biodiversity Opportunity Area
- Ensure an appropriate transition to adjoining countryside, particularly by providing a significant area of new public open space in the west of the site
- A site specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment Level 2
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- Protection of existing trees and hedgerows
- Incorporate a buffer zone to the existing ditch network within the site to safeguard ecology and water quality
- Additional tree or hedgerow planting along the northern boundary to strengthen the Green Belt boundary

Policy SSW2: Land at Sandcross Lane, South Park, Reigate (continued)

Infrastructure:

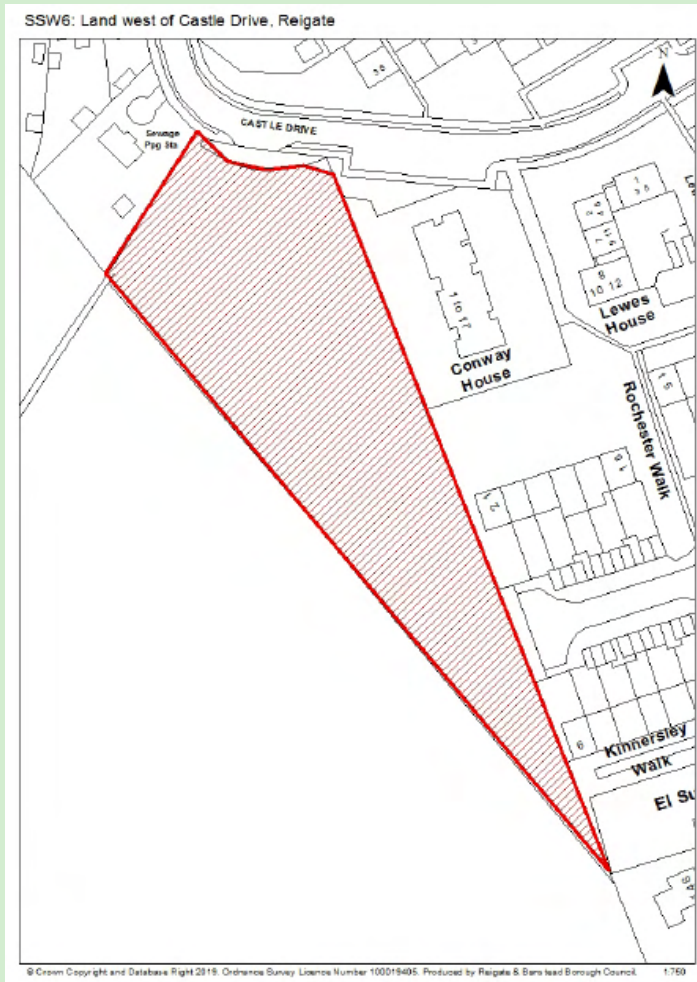
- A serviced site capable of accommodating a new health facility
- Enhancements to local community provision
- Upgrading of off-carriageway cycle routes to the nearby local centre (along Prices Lane)
- Consideration should be given to whether there are opportunities to improve traffic management and access to Sandcross Primary School. Off- road routes to the Primary School should be included.
- Local improvements to existing bus infrastructure/passenger facilities in and around Sandcross Lane and measures to maximise the accessibility of routes/services to new and existing residents
- Improvements to the local highway network, including the Dovers Green Road/Sandcross Lane junction and Slipshatch Road/Sandcross Lane junction
- Measures to manage the effects on nearby rural and residential roads from rat-running and re-routing to potentially include speed restrictions, traffic calming measures and limited one-way or no entry access to local rural roads including Park Lane
- Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/ Prices Lane. Where necessary to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety, capacity and efficiency of this junction
- Appropriate on-site public open space and play facilities
- Provide approximately three serviced traveller pitches which provide hard standing, garden and connections for drainage, electricity and water to accommodate three households. Pitches should be reasonably integrated with other residential development and not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community. Delivery is to be phased alongside delivery of other new homes. Pitches should be provided on this site unless the applicant can demonstrate that these pitches can be provided on an alternative site which is suitable, available and within the applicant's control. Land provided (whether on the SUE site or off-site) for this purpose will be secured through an appropriate legal agreement

Explanation:

- 3.3.102 The site is located to the western side of Sandcross Lane, a short distance to the east of the Woodhatch Local Centre. The site comprises an open arable field which is actively used for agriculture and is bounded to the west and south by rural roads. King George's playing fields adjoin the western boundary of the site, with further agricultural fields beyond to the south and west.
- 3.3.103 Development of the site would result in the loss of actively managed agricultural land. Key considerations include localised issues with surface water flooding on the site and in the surrounding area. Development could have adverse traffic impacts on rural road network and create some additional pressure on surrounding junctions, particularly the Woodhatch junction.
- 3.3.104 Development has potential to enhance local green infrastructure/biodiversity value and provide publicly accessible open space to complement adjoining sports facilities. There is also scope for development to expand and improve the viability of existing community facilities and local services (including health and youth facilities and local shops).

- 3.3.105 The housing capacity on the site may be increased over and above the allocated capacity, should testing at the point of planning application demonstrate there is no need for land for a new health facility on this site.
- 3.3.106 The hedgerows which bound the site on Slipshatch Road, Whitehall Lane and Sandcross Lane are important undesignated historic landscape features and form a group with neighbouring hedgerows, and should be retained as green lane/green corridors with buffers using a 'Parkway' Approach. The 'Parkway' Approach aims to screen development from roads surrounding the site using a wide vegetation buffer to keep the character of the existing country lanes, as a transition to, and lessening the urbanisation of, the countryside.

Policy SSW6: Land west of Castle Drive, Reigate



Site area:

1.06ha

Existing/previous use:

Amenity land

Source:

HELAA Ref: SPW07

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 10 homes

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside reflecting the Earlswood to Redhill Common Biodiversity Opportunity Area
- Ensure an appropriate transition to the adjoining countryside, including consideration of setting of the backdrop to the Hartswood Manor approach drive.
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- Layout to ensure no development on land within Flood Zones 2 and 3
- Protection of existing trees and hedgerows
- Additional tree or hedgerow planting along the western boundary to strengthen the Green Belt boundary.

Infrastructure:

- Improvement and extension of pedestrian and cycle facilities, including crossing points on Dovers Green Road
- Local improvements to existing bus infrastructure/passenger facilities in and around Dovers Green Road

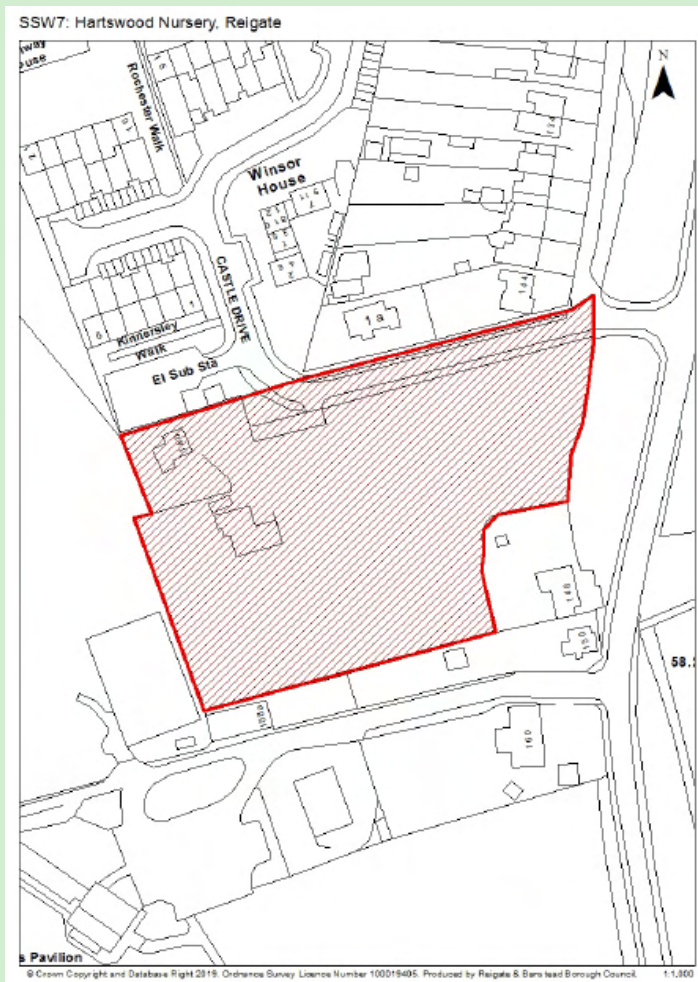
Policy SSW6: Land west of Castle Drive, Reigate (continued)

- Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/ Prices Lane. Where necessary, the applicant will need to contribute to any improvements and interventions required, with respect to the impact of additional traffic on the safety, capacity and efficiency of this junction

Explanation:

- 3.3.107 This site comprises an area of land on the southern edge of Woodhatch. The land west of Castle Drive comprises a narrow triangle of amenity land to the rear of existing residential properties. The larger parcel of land to the west has been deemed unsuitable for development.
- 3.3.108 To the north of the site, there are localised issues with surface water flooding and a very small area is within Flood Zones 2 and 3.
- 3.3.109 There is scope for development to improve green infrastructure linkages with the surrounding countryside and to formalise existing areas of amenity open space.
- 3.3.110 Hartswood Manor is a Grade II* listed building and is located approximately 500m away from the site to the west. The setting of Hartswood Manor (including the approach drive to the Manor) should be considered as part of any new development.

Policy SSW7: Hartwood Nursery, Reigate



Site area:

1.06ha

Existing/previous use:

Nursery

Source:

HELAA Ref: SPW08

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 25 homes

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside reflecting the Earlswood to Redhill Common Biodiversity Opportunity Area
- Ensure an appropriate transition to adjoining countryside
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- Protection of existing trees and hedgerows, particularly those fronting onto the A217
- Design measures to protect the setting of adjoining listed buildings including the Hartwood Manor approach drive
- Protect and respect the appearance of the common land verge
- A full contamination survey and land remediation measures as appropriate
- Additional tree or hedgerow planting along the western and southern boundaries to strengthen the Green Belt boundary
- A site-specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment (SFRA) Level 2 (2017)

Policy SSW7: Hartswood Nursery, Reigate (continued)

Infrastructure:

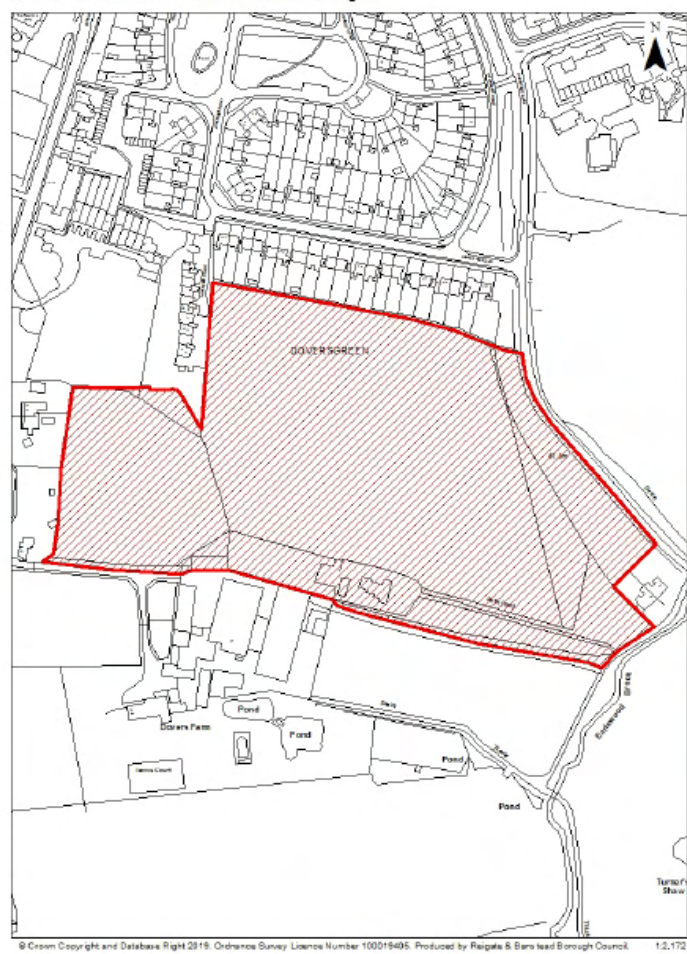
- Improvement and extension of pedestrian and cycle facilities, including crossing points on Dovers Green Road
- Local improvements to existing bus infrastructure/passenger facilities in and around Dovers Green Road
- Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/ Prices Lane. Where necessary the applicant will need to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety, capacity and efficiency of this junction
- Appropriate on-site public open space and play facilities in line with policy OSR2- Open space in new Developments

Explanation:

- 3.3.111 This site comprises a small area of land on the southern edge of Woodhatch and comprises an existing residential dwelling and area of adjoining land sometimes used for grazing. The site fronts onto the A217, with a small common land verge in between the site and the road.
- 3.3.112 Design of any development would need to include a buffer zone on the boundary with the common on the east side to preserve the rural setting. The site is adjacent to two Grade II listed buildings that front onto Dovers Green Road. Any development would need to respect the setting of the nearby listed buildings, including development being of an appropriate scale and form, with an appropriate landscape backdrop.
- 3.3.113 In addition, the southern and western boundaries form part of the approach to Hartswood Manor and would require an approach buffer zone and form to respect the green setting of this approach.
- 3.3.114 There is scope for development to improve green infrastructure linkages with the surrounding countryside, and formalise existing areas of amenity open space.

Policy SSW9: Land at Dovers Farm, Woodhatch, Reigate

SSW9: Land at Dovers Farm, Woodhatch, Reigate



Site area:

6.1ha

Existing/previous use:

Fields

Source:

HELAA Ref: SPW05

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 120 homes, including approximately 25 units of housing for older people, and approximately 1 traveller pitch.

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside and reflecting the Earlswood and Redhill Common Biodiversity Opportunity Area and River Mole Biodiversity Opportunity Area
- Ensure an appropriate transition to adjoining countryside, particularly to the south of the site
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- Layout to ensure no development on land within Flood Zones 2 and 3 and incorporate a buffer zone and improvements to the main river corridor and ditch network within the site. A site-specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment Level 2
- Design measures to protect the setting of adjoining listed buildings
- Protection of existing trees and hedgerows, in particular the area of woodland along Lonesome Lane should be retained
- Additional tree or hedgerow planting along the southern boundary to strengthen the Green Belt boundary

Policy SSW9: Land at Dovers Farm, Woodhatch, Reigate (continued)

Infrastructure:

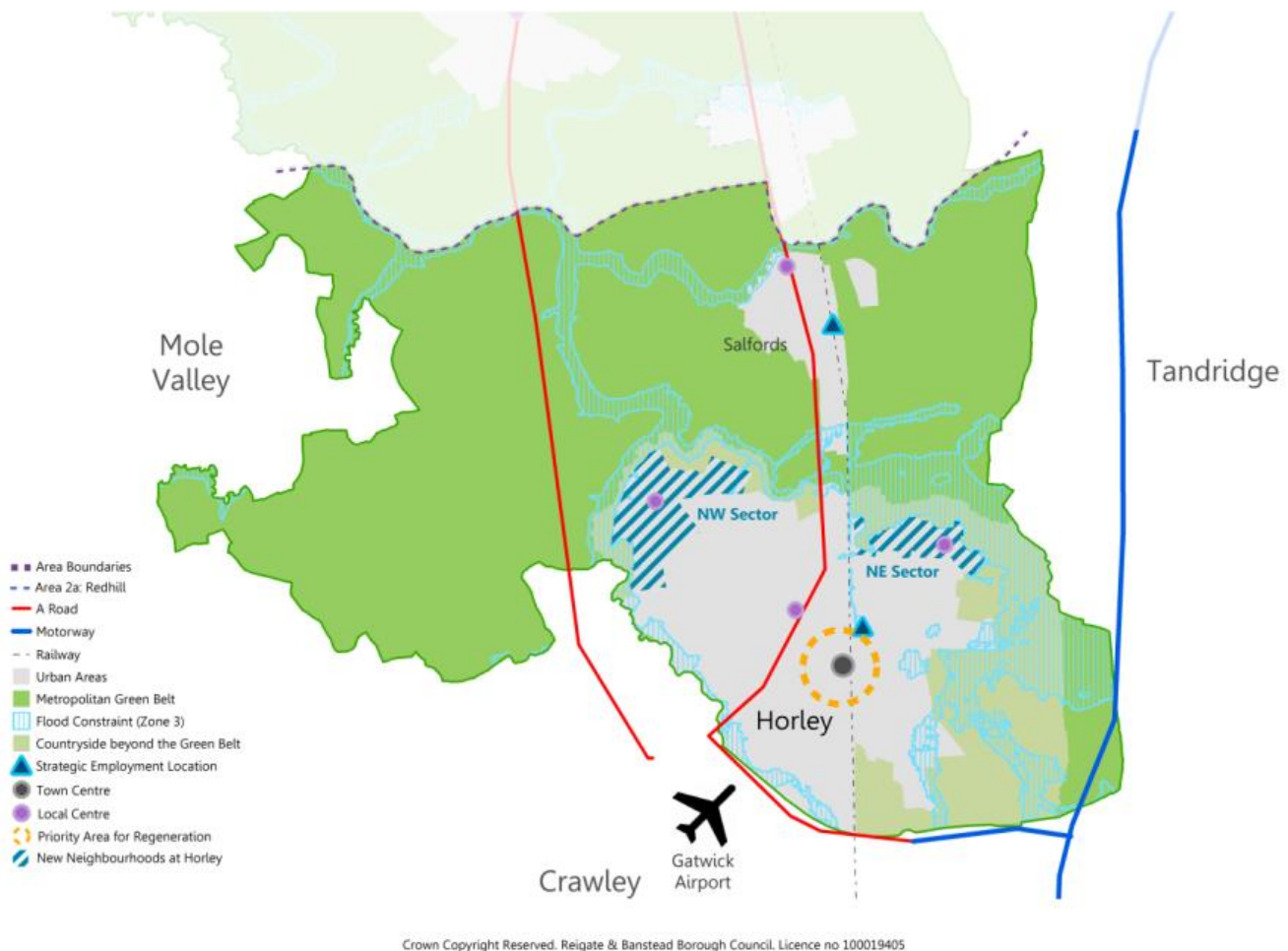
- Local improvements to existing bus infrastructure/passenger facilities in and around Dovers Green Road
- Improvement and extension of pedestrian and cycle facilities on Dovers Green Road and Lonesome Lane and upgrading of the existing bridleway (BW61) through the site
- Safe highway access, including through improvements to the existing junction onto the A217
- Improvements to the local highway network, including the Dovers Green Road/Sandcross Lane junction and Slipshatch Road/Sandcross Lane junction
- Measures to manage the effects on nearby rural and residential roads from rat-running and re-routing to potentially include speed restrictions, traffic calming measures and limited one-way or no entry access to local rural roads including Park Lane
- Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/Prices Lane. Where necessary, the applicant will need to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety, capacity and efficiency of this junction
- Appropriate on-site public open space and play facilities
- Provide approximately one serviced traveller pitch which provides for hard standing, garden and connections for drainage, electricity and water to accommodate one household. This pitch should be reasonably integrated with other residential development and not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community. Delivery is to be phased alongside delivery of other new homes. This pitch should be provided on this site unless the applicant can demonstrate that the pitch can be provided on an alternative site which is suitable, available and within the applicant's control. Land provided (whether on the SUE site or off-site) for this purpose will be secured through an appropriate legal agreement

Explanation:

- 3.3.115 The site is located on the southern edge of Woodhatch, adjacent to Ashdown Road. It is a short distance to the south of the Woodhatch Local Centre and close to Dovers Green School.
- 3.3.116 The site comprises an open arable field which is actively used for agriculture, along with a belt of woodland in the east. The land is bounded to the west and south by roads, including the A217. Further agricultural fields - and a small cluster of workshop/warehouse units - adjoin the site beyond to the south, with an area of public open space to the west.
- 3.3.117 To the south of the site, there are localised issues with surface water flooding and a very small area is within Flood Zones 2 and 3, which should be taken into account and addressed as part of any scheme.

Area 3: The Low Weald

Figure 4: Core Strategy Key Diagram for Area 3: The Low Weald



What the Core Strategy says

- 3.3.118 The Core Strategy identifies Horley (the main town in Area 3) as a focus for moderate growth and for improvements to the town centre. It describes Horley in 2027 as having had its vitality and vibrancy restored, through regeneration in the town centre, and the completion of two new sustainable neighbourhoods.
- 3.3.119 Horley Town Centre is identified as performing a service and convenience role for its local area, with potential for regeneration to ensure that population growth in the town as a result of new development is supported by town centre service improvements.
- 3.3.120 The area around Horley is identified in the Core Strategy as a Broad Area of Search for Sustainable Urban Extensions, with capacity for up to 200 new homes.
- 3.3.121 **Core Strategy Policies:**
Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

Table 12: Development in Area 3 (Core Strategy)

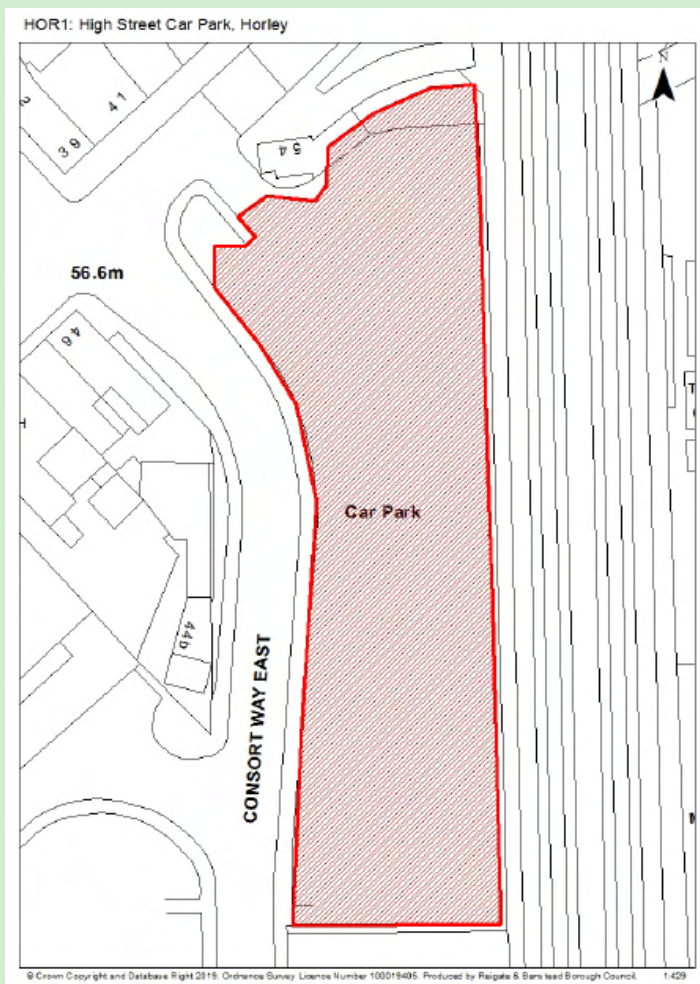
Core strategy requirements*

Housing	<p>At least 2,440 new homes within the urban area Including</p> <ul style="list-style-type: none"> • 1,570 in the North West Sector <p>Up to 200 new homes in sustainable urban extensions around Horley</p>
<p>Employment (subject to regular monitoring of demand levels)</p>	<p>Approximately 24,000sqm Additional employment development predominantly through the reuse and intensification of existing employment land</p>
<p>Retail* (subject to regular monitoring of demand levels)</p>	<p>Within Horley town centre: Approx. 800sqm of comparison retail floorspace No significant quantitative need for convenience retail floorspace</p>
Infrastructure	<p>Infrastructure provision associated with the development of the North East and North West Sectors</p>

**The retail floorspace requirements have been updated in accordance with Table 4 to reflect updated evidence within the Retail Needs Assessment (2016)*

Area 3: The Low Weald: Horley town centre site allocations

Policy HOR1: High Street Car Park, Horley, RH6 7BN



Site area:

0.28ha

Existing/previous use:

Surface car park

Source:

HELAA Ref: HC02

Development timeframes:

Short term (0-5 years)

Allocation:

The site is allocated for:

- **Retail/leisure:** up to 1,000sqm; and
- **Residential:** approximately 40 homes

Requirements:

Development will be subject to the following requirements and considerations:

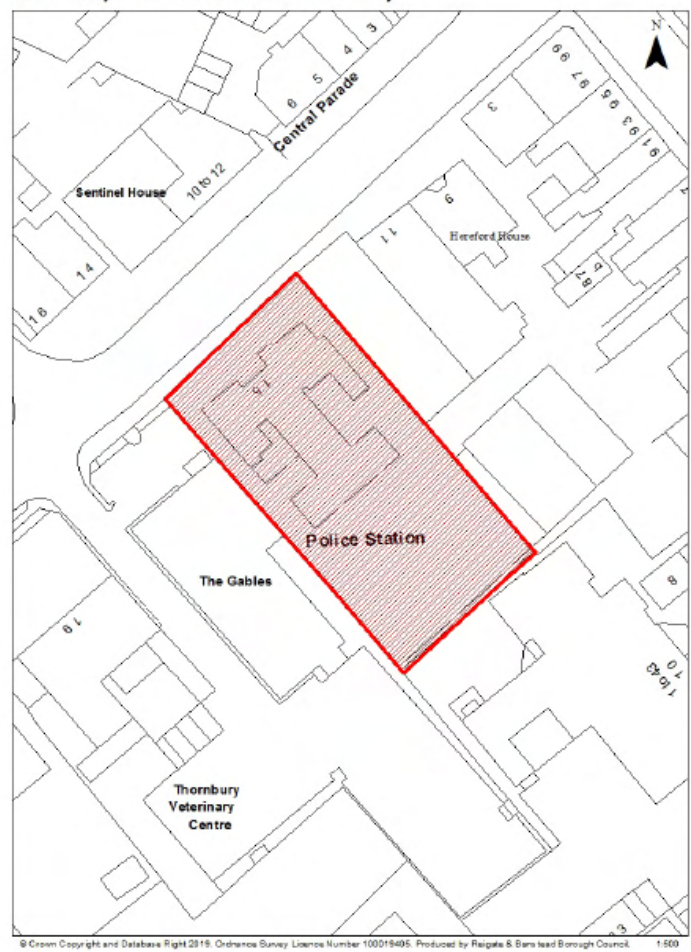
- Active ground floor frontage onto High Street and Consort Way East
- Design to ensure satisfactory residential amenity due to proximity to the railway line, including appropriate noise reduction measures
- Design and layout sensitive to the setting of the adjoining Grade II listed building
- Provision of appropriate level of off-street parking for proposed uses
- Assessment of town centre parking needs to inform retention or re-provision of parking spaces
- Improvements to the existing subway adjacent to the site to provide a pedestrian and cycle link to Horley Rail Station
- Measures to address and attenuate surface water flooding risk

Explanation:

- 3.3.122 This site is in a highly accessible location with very good access to public transport and is located within Horley's Primary Shopping Area.
- 3.3.123 The site is located adjacent to a Grade II listed building and close to a number of locally listed buildings. Any development would need to respect the character of the locally listed buildings in Horley High Street and provide an appropriate setting to the Grade II Listed Goods Shed including protection of views to the end pediment by appropriate siting and scale of buildings.
- 3.3.124 Proximity to the railway line may give rise to residential amenity issues which should be addressed in any scheme.
- 3.3.125 The east edge of the site is partially at risk from surface water flooding which should be considered as part of any scheme

Policy HOR3: Horley Police Station, 15 Massetts Road, Horley, RH6 7DQ

HOR3: Horley Police Station, Massetts Road, Horley



Site area:

0.15ha

Existing/previous use:

Police station

Source:

HELAA Ref: HC16

Development timeframes:

Short term (0-5 years)

Allocation:

The site is allocated for:

- **Residential:** approximately 20 homes

Requirements:

Development will be subject to the following requirements and considerations:

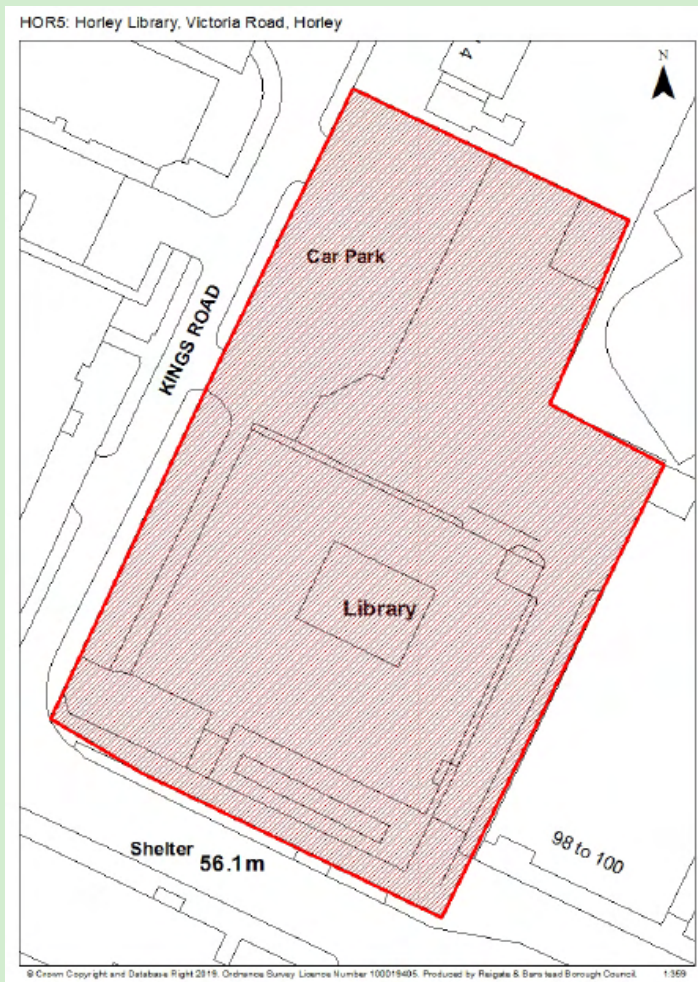
- Design and layout sensitive to the setting of the adjoining locally listed building and the nearby Conservation Area
- Provide sufficient off-street parking

Explanation:

3.3.126 The site is in an accessible location, within Horley's Primary Shopping Area.

3.3.127 The site is located adjacent to a locally listed building, and forms part of the setting and approach to Massetts Road Conservation Area. The building is of some character, and any development should therefore seek to retain the facade as well as having regard to the character of the Conservation Area in design and materials.

Policy HOR5: Horley Library, Victoria Road, Horley, RH6 7AG



Site area:

0.29ha

Existing/previous use:

Library and small car park

Source:

HELAA Ref: HC10

Development timeframes:

Short term (0-5 years)

Allocation:

The site is allocated for:

- **Residential:** approximately 35 homes; and
- **Community:** potential for community uses (e.g. healthcare) subject to demand; and
- **Parking:** retained or replacement parking provision to serve neighbouring community uses

Requirements:

Development will be subject to the following requirements and considerations:

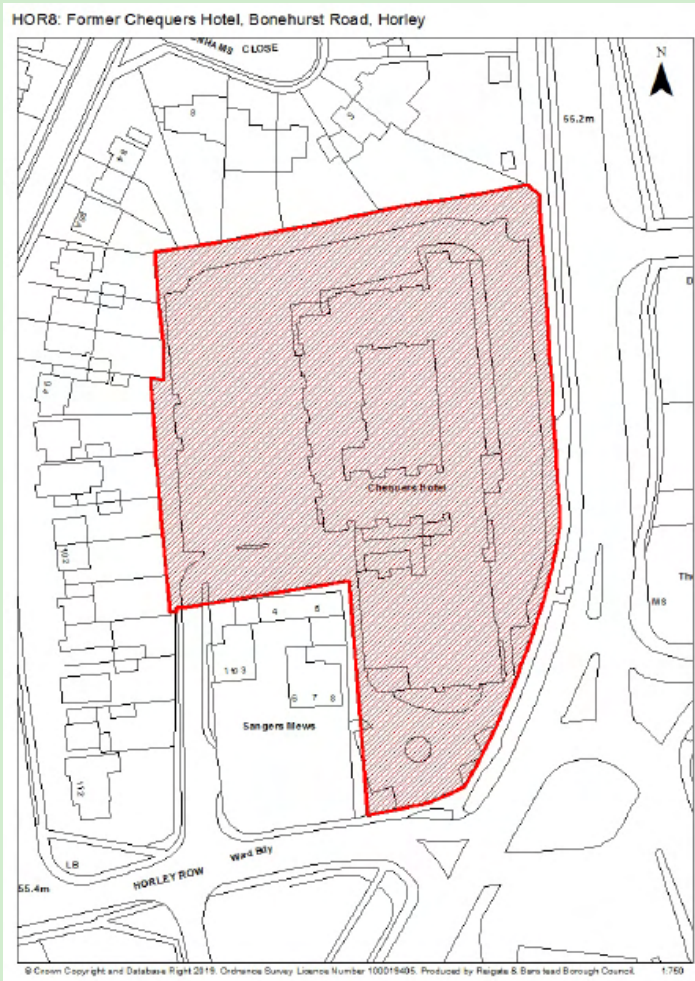
- Safeguarding of existing parking provision for adjoining community uses, including adequate disabled parking
- Retention or relocation of the existing library
- Provision of adequate off-street parking
- Measures to address and attenuate surface water flooding risk

Explanation:

- 3.3.128 The site is in a highly accessible location, within Horley's Primary Shopping Area.
- 3.3.129 Redevelopment of the site is dependent upon adequate alternative provision for library facilities so would need to secure relocation of existing community use.
- 3.3.130 Land to the rear of the library is partially at risk from surface water flooding which should be considered as part of any scheme.

Area 3: The Low Weald: Urban site allocations

Policy HOR8: Former Chequers Hotel, Bonehurst Road, Horley, RH6 8PH



Site area:

1.1ha

Existing/previous use:

Hotel (vacant)

Source:

HELAA Ref: HC17

Development timeframes:

Medium term (5-10 years)

Allocation:

The site is allocated for:

- **Residential:** approximately 45 homes

Requirements:

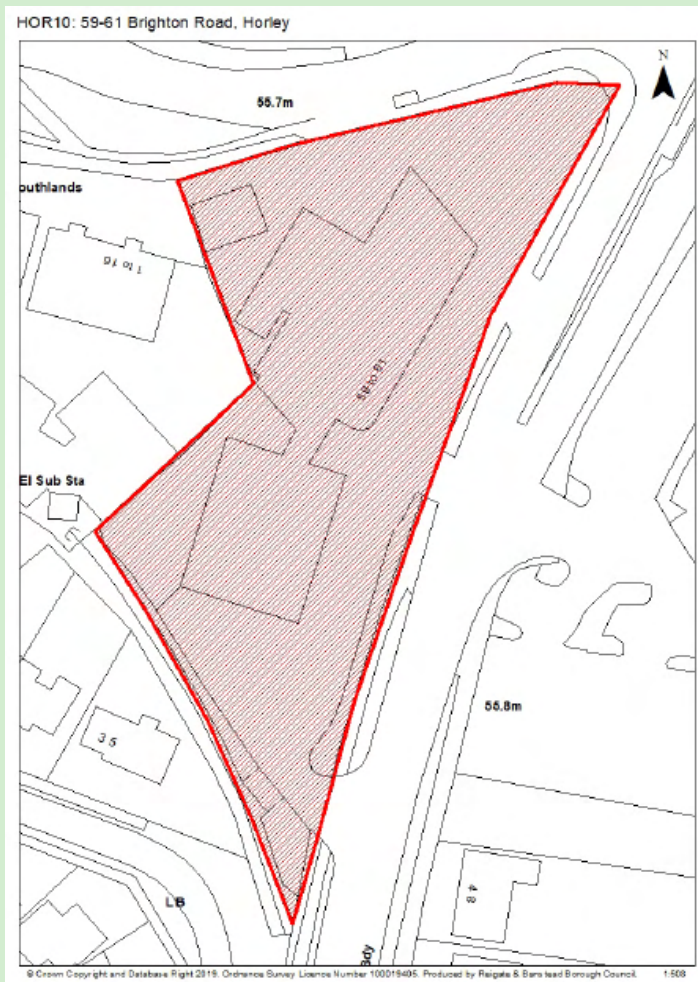
Development will be subject to the following requirements and considerations:

- Sensitive design to take account of locally listed buildings
- Careful consideration of access, particularly given the proximity to the Chequers roundabout
- Measures to address and attenuate surface water flooding risk
- Consider reuse of locally listed building for community/A3/A4 use

Explanation:

- 3.3.131 The site is in an accessible location, with accessibility to local facilities and bus services. It is partially affected by surface water flooding risk, and there are protected trees on the road frontage with Horley Row.
- 3.3.132 There is a locally listed building on the site and a couple of locally listed buildings adjacent to the site. Any new development should be designed to retain the locally listed building and to respect the scale and setting of the listed buildings, both within and adjacent to the site.

Policy HOR10: 59-61 Brighton Road, Horley, RH6 7HJ



Site area:

1ha

Existing/previous use:

Leisure facility

Source:

HELAA Ref: HW10

Development timeframes:

Medium term (5-10 years)

Allocation:

The site is allocated for:

- **Residential:** up to 20 homes

Requirements:

Development will be subject to the following requirements and considerations:

- Careful consideration of access, particularly given the proximity to the A23 cross roads
- Measures to address and attenuate surface water flooding risk
- Regard should be had to the locally listed building and war memorial opposite the site

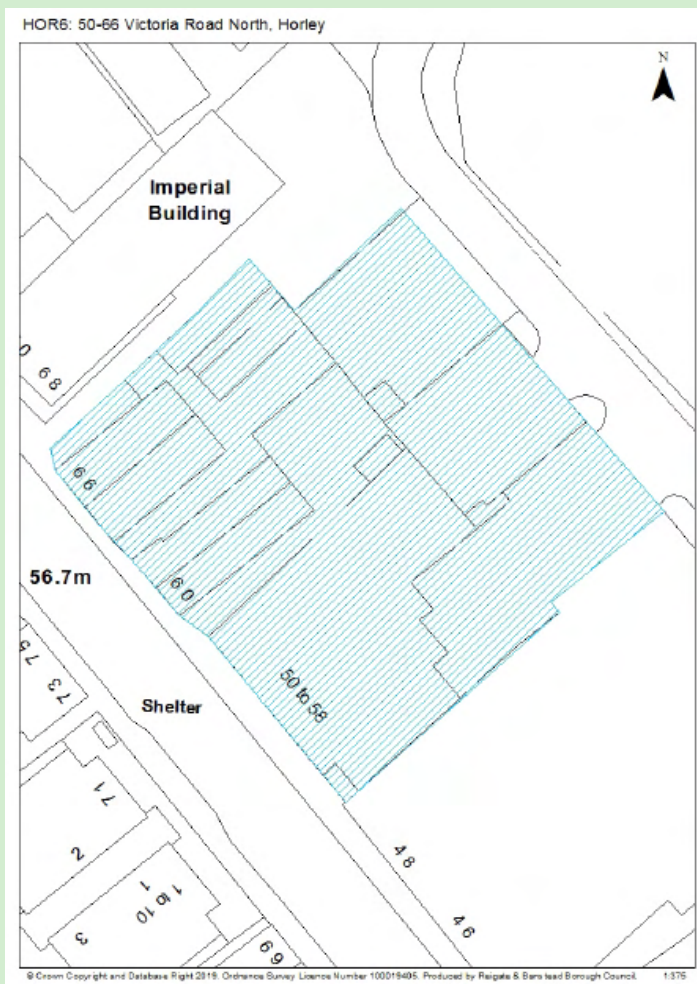
Explanation:

3.3.133 The site is in an accessible location close to local facilities.

3.3.134 The site is partially affected by surface water flooding risk and is located adjacent to busy cross roads, which would need to be taken into account in the design of any scheme. The site is opposite a locally listed building and any development proposal would need to have regard to the setting, as well as respect the setting of the war memorial to the north.

Area 3: The Low Weald: Opportunity sites

Policy HOR6: 50-66 Victoria Road North, Horley, RH6 7PZ

**Site area:**

0.25ha

Existing/previous use:

Mixed retail/commercial units

Source:

HELAA Ref: HC35

Development timeframes:

N/A

Suggested uses:

The site is suggested for:

- **Retail (comparison)/leisure:** approximately 1,500sqm (750sqm net); and
- **Residential:** approximately 25 homes

Requirements:

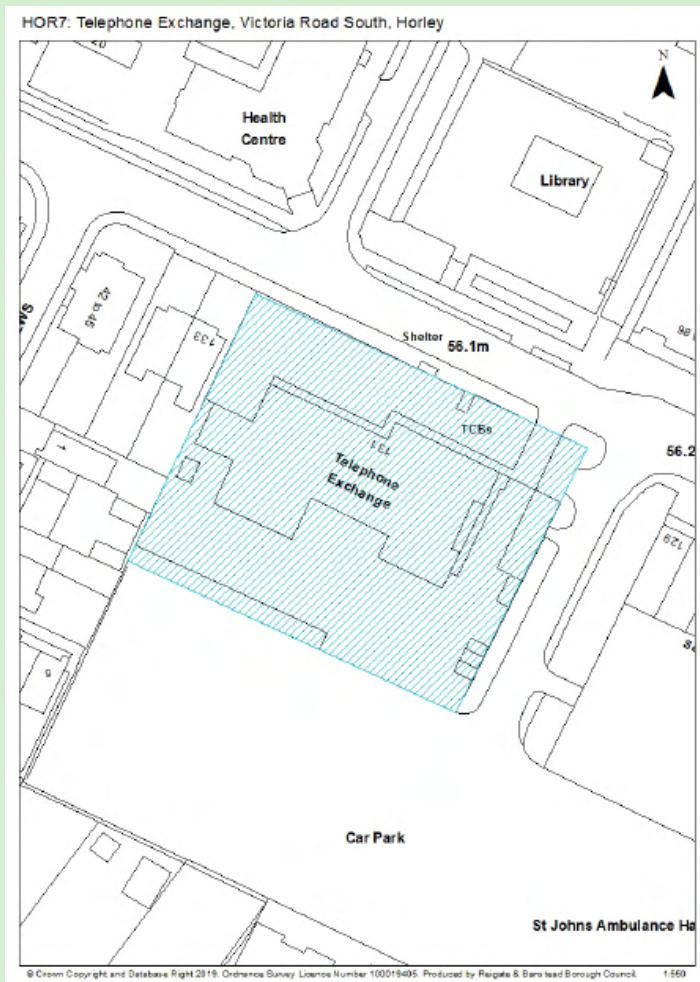
Development will be subject to the following requirements and considerations:

- Active ground floor frontage to ensure continuation of shopping area
- Adequate access and servicing from Consort Way East
- Provide adequate off-street parking

Explanation:

3.3.135 The site is in a highly accessible location, within Horley's Primary Shopping Area and close to the rail station. Its redevelopment provides potential to continue regeneration of this part of town following developments such as Russell Square.

Policy HOR7: Telephone Exchange, Victoria Road South, Horley, RH6 7AS



Site area:

0.30ha

Existing/previous use:

Telephone exchange

Source:

N/A

Development timeframes:

N/A

Suggested uses:

The site is suggested for:

- **Residential:** approximately 30 homes; and
- **Community:** Potential for community uses (e.g. healthcare) or leisure uses subject to demand

Requirements:

Development will be subject to the following requirements and considerations:

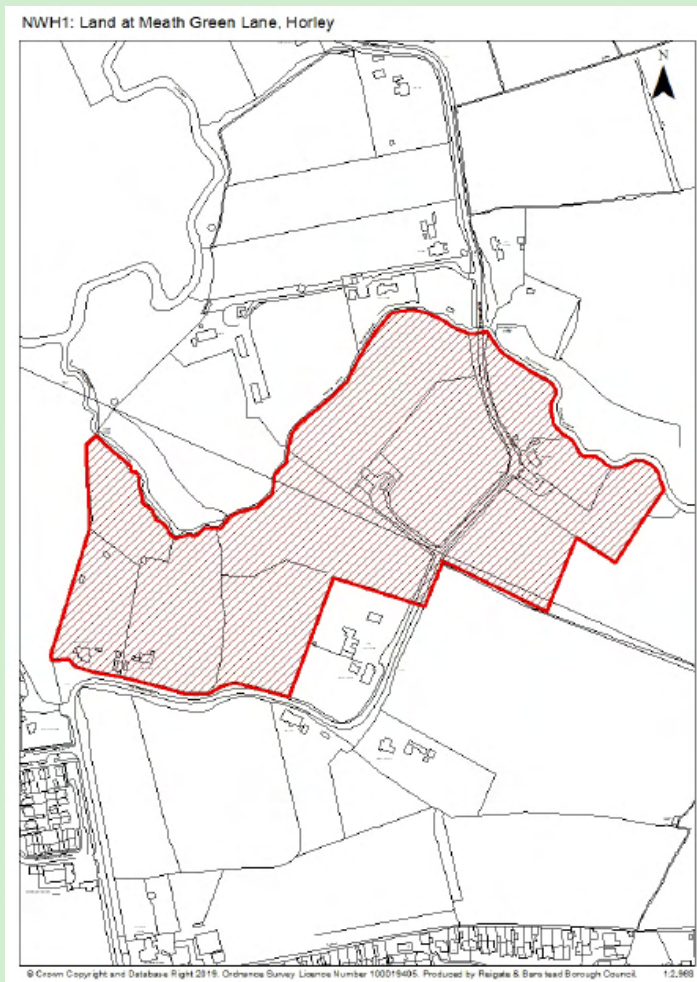
- Provide adequate off-street parking
- Measures to address and attenuate surface water flooding risk

Explanation:

- 3.3.136 The site is in an accessible location, adjacent to Horley's Primary Shopping Area.
- 3.3.137 The availability has not been confirmed but development is likely to be dependent upon adequate alternative provision for existing operational uses.
- 3.3.138 The site is partially at risk from surface water flooding which would need to be considered as part of any scheme.

Area 3: The Low Weald: Sustainable urban extensions

Policy NWH1: Land at Meath Green Lane, Horley

**Site area:**

9.9ha

Existing/previous use:

Includes residential homes with large curtilage, small agricultural holding and fields

Source:

HELAA Ref: HW06, HW07 and HW43

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 75 homes and approximately one traveller pitch; and
- **Open Space:** new public open space along the river corridor to link up the Riverside Green Chain

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside and reflecting the River Mole (and tributaries) Biodiversity Opportunity Area
- Layout to ensure no development on land within Flood Zones 2 and 3, with flood affected land provided as public open space to link up the Riverside Green Chain and enable improvements to the Burstow Stream river corridor
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- Protection and enhancement of trees and hedgerow, particularly on boundaries
- Protection and enhancement of the character and setting of existing listed buildings
- Design to respect and enhance the semi-rural character of Meath Green Lane
- An appropriate archaeological survey and measures to protect/record interest features as required
- A site-specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment (SFRA) Level 2 (2017)

Policy NWH1: Land at Meath Green Lane, Horley (continued)

Infrastructure:

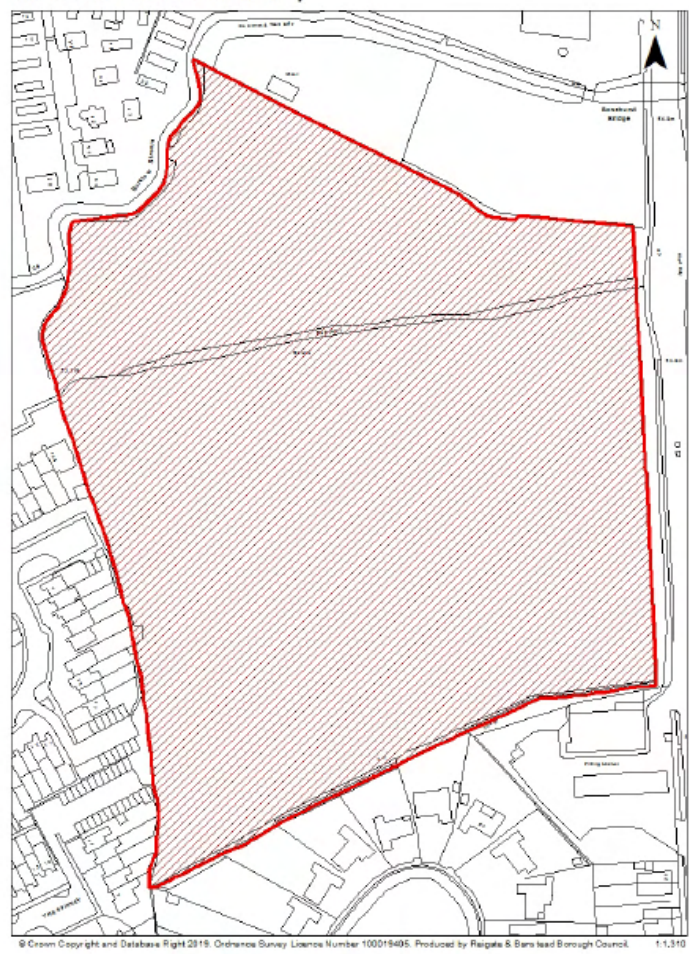
- Upgrading of pedestrian/cycle routes, including Footpath FP410 which runs along the boundary of the site
- Measures to ensure development has appropriate access to the North West Sector bus routes and links into pedestrian/cycle routes to the neighbourhood centre
- Vehicular access should not be from Meath Green Lane, primary highway access is to be through the North West Sector access points/link roads to prevent rat running
- Provide approximately one serviced traveller pitch which provides for hard standing, garden and connections for drainage, electricity and water to accommodate one household. This pitch should be reasonably integrated with other residential development and not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community. Delivery is to be phased alongside delivery of other new homes. This pitch should be provided on this site unless the applicant can demonstrate that the pitch can be provided on an alternative site which is suitable, available and within the applicant's control. Land provided (whether on the SUE site or off-site) for this purpose will be secured through an appropriate legal agreement

Explanation:

- 3.3.139 The land at Meath Green Lane is located on the northern edge of the Horley North West neighbourhood and adjoins the Riverside Green Chain.
- 3.3.140 To the north the site is bounded by the Burstow Stream, with open countryside beyond. The north of the site is partially affected by fluvial flood risk (Flood Zones 2 and 3) and due to the proximity to Burstow Stream, development will be required to be located outside of this flood-prone area.
- 3.3.141 There are Grade II listed buildings and an area of archaeological potential located within the site which will need to be considered in any development proposal. Additionally, the hedge-lined lane has a character as an undesignated historic landscape and new development should be designed to be set back behind a buffer to the lane to respect this character.
- 3.3.142 The development of this site relies upon the delivery of the North West Sector infrastructure for highway access and local facilities. However, proximity to the North West Sector also provides the potential to integrate development on this site physically and functionally with the North West Sector.
- 3.3.143 Development of the site would also provide an opportunity to secure completion of the publicly accessible Riverside Green Chain to the north of Horley.

Policy NWH2: Land at Bonehurst Road, Horley

NWH2: Land at Bonehurst Road, Horley



Site area:

5.09ha

Existing/previous use:

Open land used informally for access to the countryside and amenity

Source:

HELAA Ref: HW03

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 40 homes; and
- **Open Space:** new public open space along the river corridor to link up the Riverside Green Chain

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside and reflecting the River Mole Biodiversity Opportunity Area
- Layout to ensure no development on land within Flood Zones 2 and 3, with flood affected land provided as public open space to link up the Riverside Green Chain, enhancements to the river corridor and to incorporate additional flood storage to reduce downstream flood risk/highway flooding. A site-specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment Level 2
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- Protection and enhancement of trees, particularly those which are protected and/or on the site boundaries
- Regard should be had to the listed buildings adjacent to the site

Infrastructure:

- New public open space, including along the river corridor as a continuation of the Riverside Green Chain
- Upgrading of pedestrian/cycle routes, including FP409 which runs through the site

Policy NWH2: Land at Bonehurst Road, Horley (continued)

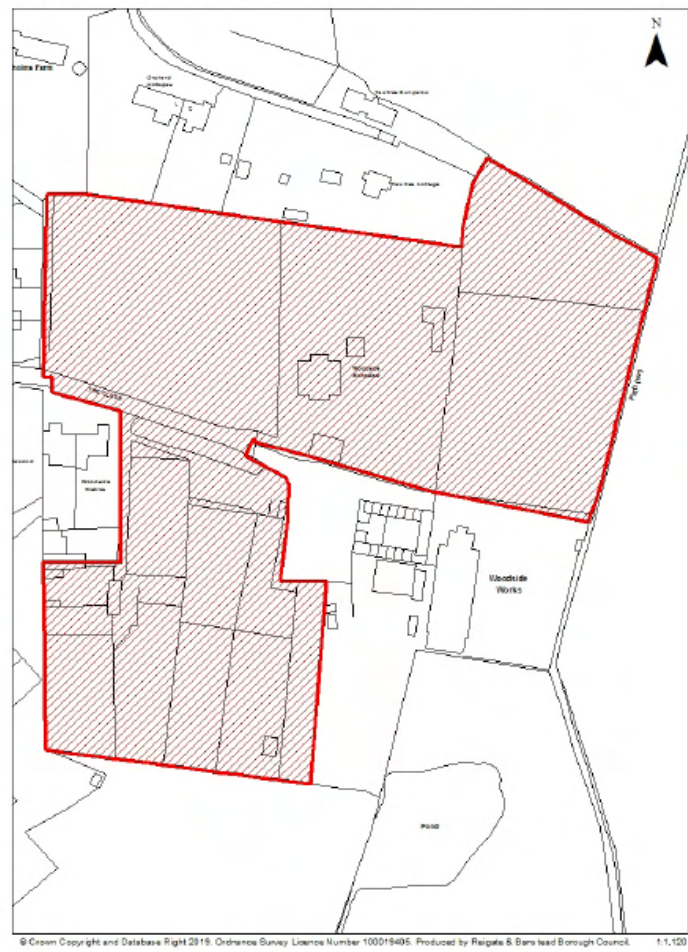
- Safe highway access onto the A23 Bonehurst Road
- Additional flood storage measures to reduce downstream flood risk and manage highway flooding.

Explanation:

- 3.3.144 This site is located on the northern edge of Horley. The site is adjacent to the A23 to its east and is largely enveloped within existing residential neighbourhoods to the west, south and east. The site comprises an area of open land which is used informally for access to the countryside and amenity.
- 3.3.145 The Burstow Stream, which bounds the site to the north is a prominent source of flooding in this area. As a result, the north of the site is partially affected by fluvial flood risk (Zones 2 and 3) and development will be required to be located outside of this.
- 3.3.146 The development of this site would result in the loss of land used informally for public access to countryside and amenity. However, development would be required to provide public open space as part of the new development. There are also electricity pylons traversing the north of the site, however these are within the land at risk of flooding where development would not be appropriate.
- 3.3.147 Development of this site would provide the opportunity to secure completion of the publicly accessible Riverside Green Chain to the north of Horley, and to incorporate flood measures which would reduce flood risk in the vicinity and along the A23. The Environment Agency is considering future flood alleviation schemes in the Horley area.
- 3.3.148 The site is bound by the grounds of Cambridge Hotel to the north, which is a Grade I listed building with Grade II curtilage, and there are locally listed buildings on the opposite side of Bonehurst Road. Any design should retain the hedgerow, shrubbery, understorey and tree line and include a substantial buffer to safeguard the setting of these buildings.

Policy SEH4: Land off The Close and Haroldslea Road, Horley

SEH4: Land off The Close and Haroldslea Drive, Horley



Site area:

2.5ha

Existing/previous use:

Small equestrian centre and an existing residential dwelling within a substantial plot

Source:

HELAA Ref: HE13, HE16, and HE36

Development timeframes:

See MLS1

Allocation:

The site is allocated for:

- **Residential:** approximately 75 homes and approximately 1 traveller pitch

Requirements:

Development will be subject to the following requirements and considerations:

Design and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS and protection of the ditch network within the site
- Protection and enhancement of existing trees and hedgerows, particularly on site boundaries
- A full noise assessment and implementation of measures to protect future residential amenity as required
- Design measures to protect and enhance the setting of adjoining listed buildings
- Additional tree or hedgerow planting along the southern and eastern boundaries to strengthen boundaries to adjoining countryside

Infrastructure:

- Upgrading of highway access via The Close, including appropriate improvements to the junction with Balcombe Road
- Improvement and extension of pedestrian footways on The Close and links to pedestrian/cycle facilities to Horley town centre

Policy SEH4: Land off The Close and Haroldslea Road, Horley (continued)

- Local improvements to existing bus infrastructure/passenger facilities on Balcombe Road
- Provide approximately one serviced traveller pitch which provides for hard standing, garden and connections for drainage, electricity and water to accommodate one household. This pitch should be reasonably integrated with other residential development and not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community. Delivery is to be phased alongside delivery of other new homes. This pitch should be provided on this site unless the applicant can demonstrate that the pitch can be provided on an alternative site which is suitable, available and within the applicant's control. Land provided (whether on the SUE site or off-site) for this purpose will be secured through an appropriate legal agreement

Explanation:

- 3.3.149 The site is located off The Close and Haroldslea Drive, lying on the south eastern edge of the town of Horley. An existing residential cul-de-sac and new housing development at Inholms adjoin the site to the west. Extensive open countryside bounds the site to the east. The site provides a good opportunity to re-use the previously developed land on parts of the site.
- 3.3.150 Access to the main road network via The Close is constrained and access improvements will be required.
- 3.3.151 The listed buildings adjoin the site to its north, and any development should include a landscape buffer to the northern boundary to form an appropriate boundary to the setting of the listed buildings. Buildings should also be of appropriate character, scale and materials.

Strategic Employment Provision

Context

- 3.3.152 There is increasing pressure on existing employment land provision in the borough from alternative uses. Recent changes to permitted development rights introduced by central government are resulting in a loss of employment sites to residential uses, at a time when the economy is growing, but still fragile from the recent economic downturn. The NPPF highlights the importance of planning to support existing business sectors and identifying and planning for new or emerging sectors that are likely to locate in the area. In addition it is increasingly clear that some nearby authorities may not be able to fully meet their own employment needs. Gaps in the range, type and quality of business premises currently available in the borough and across the wider Gatwick Diamond area to serve business needs have been identified through both the Coast to Capital Strategic Economic Plan (2014) and evidence commissioned by the Council.
- 3.3.153 The principle of larger 'strategic' employment developments has been identified in previous studies about the wider Gatwick Diamond area within which the borough sits, including in the Gatwick Diamond Initiative LDF Group Study (2008) and the Gatwick Diamond Futures Plan (2008).
- 3.3.154 The potential for strategic employment developments has also been recognised by the Coast to Capital Local Enterprise Partnership, with the 'heart of the Diamond' being identified as a strategic growth location that should be a focal point for future inward investment and growth.

Core Strategy

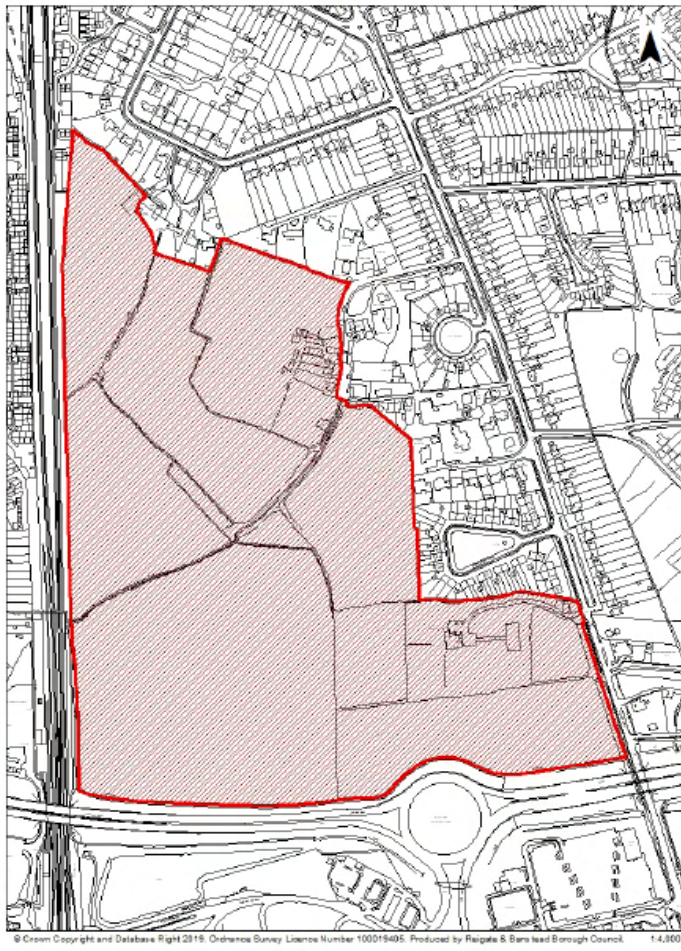
- 3.3.155 The Core Strategy envisages that the majority of employment provision in the borough will be made through the reuse and intensification of existing employment land, however national policy changes discussed above, in particular the office to residential permitted development rights, mean that this is likely to be challenging.
- 3.3.156 Whilst the Core Strategy does not explicitly plan for greenfield employment provision, it recognises that unanticipated strategic proposals may come forward. Core Strategy Policy CS5 includes a criterion to ensure that "new employment development outside [existing employment areas] reflects wider policy priorities and is located in accordance with sustainability principles".
- 3.3.157 Following additional studies of employment land and need it is clear that there is great potential for increased provision for "strategic employment" floorspace i.e. floorspace that is suitable for larger businesses or collections of businesses, or which is aligned to the needs of growth or strategically important business sectors.

Horley Strategic Business Park

- 3.3.158 Land west of Balcombe Road, Horley adjacent to the M23 spur road to Gatwick Airport, which previously was designated as part of the Rural Surrounds of Horley in the 2005 Borough Local Plan, provides a singular opportunity to address this need. However, this requires sensitive consideration of environmental and other factors such as traffic to ensure that the development of this site achieves its full sub-regional potential whilst respecting other longstanding planning policy objectives and to meet the planning constraints as identified in the policy. No alternative sites have been identified within the borough that have the potential to deliver strategic employment floorspace in a highly desirable and accessible location within the short to medium term.
- 3.3.159 The planning of a successful office-led strategic business park of this scale will require careful attention to key components as set out in the following policy.

Policy HOR9 - Horley Strategic Business Park

HOR9: Horley Strategic Business Park, Horley



Site area:

31ha

Existing/previous use:

Fields

Source:

HELAA Ref: HC11, HC12, HC28, and HC33

Development timeframes:

See below

Allocation:

The site is allocated for:

- A strategic business park of predominantly offices
- A complementary range of commercial, retail and leisure facilities to serve and facilitate the main business use of the site
- At least 5 ha of new high quality public open space, including parkland and outdoor sports facilities

Requirements:

Development will be subject to the following requirements and considerations:

Movement and Accessibility:

- Demonstrate through a Transport Assessment that there will be no severe residual impact on the local and strategic road network, taking into account the operation of Gatwick Airport as nationally significant infrastructure, the impact of committed developments in the borough and surrounding areas including West Sussex and any necessary mitigation
- A new dedicated, direct access onto the strategic road network (M23 spur)
- A cap on number of vehicles accessing the site per hour from the strategic road network M23 J9A spur (and how to monitor and enforce this if it is breached) if needed. To be determined at the planning application stage
- A secondary access to the site from Balcombe Road for use by emergency services, public transport and other sustainable transport modes. The secondary access will also be available for use by a limited number of registered vehicles of local employees using the site. The number and proportion of registered vehicles permitted to access the site via Balcombe Road shall be assessed and agreed at the planning application stage and will be restricted/enforced through a planning obligation or planning condition(s). Use of this secondary access shall be subject to appropriate local road network mitigation and/or improvements together with robust mechanisms (such as ANPR and/or barriers) to prevent traffic from Balcombe Road accessing the strategic road network through the site (or vice versa)

Policy HOR9 - Horley Strategic Business Park (continued)

- Measures and improvements to manage the impact of additional traffic on surrounding local roads
- Provision of appropriate levels of on-site parking and a comprehensive Travel Plan
- Improvements to public transport facilities, including existing bus infrastructure/passenger facilities, a financial contribution to increase capacity at Gatwick Airport station if determined to be required as part of a planning application, and measures to maximise the accessibility of routes/services to future occupiers in and around the site
- Upgrading and extension of pedestrian/cycle routes from the Business Park to Horley town centre and Gatwick Airport station
- Public Right of Way footpath (362a) to be retained or re-routed across the site to maintain a pedestrian link from Balcombe Road to the footbridge across the railway
- Air quality modelling should be submitted alongside a Transport Assessment, to include consideration of cumulative impacts

Drainage:

- A site-specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment (SFRA) Level 2 (2017)
- Layout to ensure no buildings other than carparks and supporting infrastructure on land within Flood Zone 2, and incorporate a buffer zone and improvements to the ditch network within the site
- Inclusion of flood mitigation and attenuation measures as appropriate. These measures should ensure no increase in the risk of flooding to the site and nearby properties and should seek opportunities to reduce both the cause and impact of existing flooding. Opportunities to reduce cause and impact of flooding should be explored
- Measures to manage and reduce surface water run-off including a comprehensive system of SuDS
- Early discussions with Thames Water are needed to consider on- and off-site drainage requirements and the likely load/flow from the proposed development, to ensure that sufficient wastewater capacity is available when required, and consider the potential need for trade effluent license (depending on uses proposed)

Design:

- Design and layout to achieve an appropriate transition to, and relationship with, neighbouring residential and countryside areas, including through appropriate height, massing and siting of buildings and suitable consideration of shared boundaries to include measures to reinforce existing tree and hedgerow screening
- Inclusion of an appropriate landscape buffer, and public open space, to reinforce the distinctive identity of Horley and its separation from Gatwick Airport (and Crawley) and the wider countryside setting to the east of the site
- Buildings to be of an exemplar standard of design to reflect the strategic business park concept including sufficient flexibility and adaptability in building parameters and to provide adaptability to cater for a range of micro- businesses, expanding and established businesses and major occupiers and to be complemented by high quality public realm

Policy HOR9 - Horley Strategic Business Park (continued)

- Protection and enhancement of existing trees and hedgerows where possible and enhancement of green/blue infrastructure on site, and reflecting the River Mole Biodiversity Opportunity Area
- Height and design of buildings, lighting and other design aspects to be consistent with the operational standards of Gatwick Airport and to respect aerodrome safeguarding requirements
- As the southern part of the site is within the 57dB LEQ airport noise contour, design of buildings within this area must ensure an appropriate interior environment for users
- Provide measures to minimise the impact of lighting upon neighbouring residential and adjoining countryside areas which are intrinsically dark to avoid light pollution to the night sky
- Mitigate noise intrusion from activities on the site to adjacent residential and open areas
- Development proposals must have regard to conserving the setting of the Listed Buildings at Fishers Farm and the locally listed buildings at Bayhorne Farm and Bayhorne. The retention of important hedgerows will be encouraged as will retention of a buffer to the green corridor along Balcombe Road to retain the historic landscape character

Uses:

The predominant use of the site should be for B1a purposes with limited B1b, B1c, B8, and non-B Class uses including appropriate airport-related Sui Generis uses.

Complementary uses could include on-site catering, limited retail provision, hotel and conference facilities, gym, crèche and medical services and similar provision but not at a scale likely to significantly divert trade from the wider area or to detract from the prime focus of the site as a Strategic Business Park.

An impact assessment must be produced in line with national policy.

Delivery:

Planning conditions and obligations to control delivery of the development, the use of the site and appropriate off-site considerations will be required, including for infrastructure, open space and social commitments. These will include:

- Requirement for ongoing economic impacts testing
- Use of local labour, local supply chain procurement and similar skills/capacity support (in conjunction with local education and training providers)
- Measures to encourage use of transport to provide non-car alternatives to facilitate accessibility not reliant on the use of private cars
- Provision and delivery of the public open space area

The development of the site will be in accordance with an agreed master plan, produced by the site promoter in consultation with the Council, and requiring comprehensive development in line with the above requirements. The master plan will be submitted at the outline planning application stage to assist the consideration of subsequent planning application (s) and must include phasing, programming of infrastructure and details on quantum of development and appropriate uses.

To assist with the proper planning and on-going functioning of the site Supplementary Planning Guidance will be provided.

Explanation:

Availability

3.3.160 There is a reasonable prospect of the site being made available for development. The Council has entered into a joint venture to help bring forward development in this location and the use of CPO powers for site assembly has, in principle, been confirmed by the Council.

Key Considerations

- In the northern part of the site some areas are at risk of flooding (Flood Zone 2).
- In the southern part of the site the land is affected by 57dB LAeq airport noise contour.
- There is a well-established need to reflect consistency with the policies of adjacent local authorities to preserve the distinctiveness, setting and individual character of Horley, Gatwick Airport and Crawley.
- Any proposals would need to have regard to conserving the setting of the nearby Listed Buildings as well as retention of historic hedgerows and a buffer to the green corridor along Balcombe Road to retain the undesignated historic landscape character.
- There are a number of access solutions to the strategic road network that could range from a new access to the existing roundabout through to a grade-separated junction, depending on the level of development traffic, other committed development in the local area and surrounding network traffic flows. The means of access will need to comply with the Secretary of State's for Transport's policy as set out in Department for Transport Circular 02/2013 (or any successor) and the Licence from the Secretary of State for Transport appointing Highways England as a strategic roads company. Any access arrangement should be viable and deliverable.

Site Context

3.3.161 This site is located to the western side of Balcombe Road, a short distance from Horley town centre and Gatwick airport to the south. The main site comprises predominantly open fields which are used for a combination of grazing and equestrian activities. An existing small office set within large grounds also forms part of the site.

3.3.162 The site is in a highly accessible location, with good access to the M23 spur linking the site to the strategic road network and scope for direct pedestrian access to the Gatwick Airport Terminal and associated railway station providing direct links to London and other town and cities in South East England.

Evidence Base

3.3.163 The development of a Strategic Employment site in this location would support the local economy by providing:

- a highly visible centre for business and innovation in the local area
- specialised modern property and facilities for businesses; and
- the creation of flexible space to support new businesses to start and grow-on within the same facility.

3.3.164 *Advice on Scope for a Strategic Employment Site within Reigate and Banstead (2014)* was prepared by Nathaniel Litchfield and Partners to inform the Regulation 18 version of the DMP. This explored the potential scope of, and market demand for, strategic employment provision in the south of Reigate and Banstead. It concluded that:

- It will be a key challenge for the Gatwick Diamond sub-region to be able to accommodate business expansion and relocation moving forward.
- Demand for a strategic business site is likely to be driven by occupiers seeking a highly accessible location.
- A mixed employment area is considered to have greatest potential to meet current identified

needs; as would an office/business park; however, the latter has higher risks in terms of market demand/occupation.

- Reigate and Banstead borough is well placed to capture strategic employment needs.
- Land within the south of Reigate and Banstead borough provides a relatively unconstrained opportunity to accommodate a strategic employment site. The south of Horley is an optimal location from the perspective of connectivity.
- 20-30ha of land is likely to be required to provide sufficient “critical mass” for an office/business park, 40-50ha would be required for a mixed employment area.

3.3.165 This advice paper informed the *Strategic Employment Site Opportunity Study* which also forms part of the DMP evidence base. This study identifies this site as being potentially suitable for strategic employment provision.

3.3.166 Fit with critical success factors:

- The potential development site is assessed as having a strong fit with all of the critical success factors for a strategic employment site, in particular providing a highly accessible location with potential for direct access onto the strategic road network.
- It is also large enough to meet the minimum size likely to be required (20ha), is well related to the existing town centre of Horley and has prominence on the M23 spur and in relation to Gatwick airport, with scope for direct access to the strategic road network.

3.3.167 A subsequent *Strategic Employment Site: Economic Assessment (Task 1 and 2) (2017)* has been prepared by Chilmark Consulting to further report on the suitability of the allocation of this site as a Strategic Business Park. This evidence tested current market indications and good practice and advised on the likely demand for and economic impact of indicative floorspace allocations. Detailed master planning and further market testing will advise on the final quantum and mix consistent with the underlying Strategic Business Park concept. Indicative quanta are as follows:

- Up to 200,000sqm of B1 floorspace, predominantly focusing on B1(a), B1(b) and B1(c) including floorspace for new incubator/start-up units/Small Medium Enterprise.
- Up to 10,500 sqm of community facilities, including A1 (predominantly convenience shops); A3 (Food and Drink); D1 (Children’s Nursery) and/or D2 (Gymnasium).

3.3.168 The borough currently hosts a number of national and international employers, although the majority of businesses in the borough are small or micro business. In line with the study recommendations the site should provide office space for incubator/start-ups, expanding/stable businesses and major/anchor occupiers, as well as provision of shared specialist facilities and shared meeting and conference space. This would support existing business whilst also attracting bigger employers which provide a large number of jobs and support the local economy.

3.3.169 To make the business park a coherent business community, the design and management must ensure as much interaction as possible between the people working within the business park. This may be achieved by providing for:

- on-site catering
- limited retail provision (predominantly convenience)
- gym
- crèche
- medical services and local pharmacy

Delivery

3.3.170 The timing of delivery (possibly to continue beyond this plan period) and the need to ensure that there is a high level of overall quality in terms of the design and performance of the site as whole requires a clear set of design principles and codes be created. This will allow effective control of the overall development over time and ensure future phases (which may be at the end or beyond the current plan period) can be controlled and permitted swiftly. This will also ensure

that the impact on the surrounding area is properly managed and minimised, with infrastructure improvements and mitigation provided when needed to support the development, including cross-boundary infrastructure whilst allowing flexibility for future market changes. This will be delivered through a supplementary planning document to facilitate the masterplanning and subsequent stages in the achievement of the objectives and development of the site and to ensure wider public engagement in the detailed planning of this important site.

- 3.3.171 The economic impacts identified in the *Strategic Employment Site: Economic Assessment (Task 2) Study (2017)* are based on a notional scheme and include some assumptions made about floorspace mix, etc. Further work on scheme design will need to identify detailed floorspace mix, taking into account economic impact and economic circumstances. This means that the final scheme may vary from the indicative maximum floorspace levels stated above. Therefore, there will be a need to ensure ongoing economic effects modelling and impact testing as the proposed scheme is implemented and constructed. Ongoing economic impacts testing will therefore need to be incorporated into any future S106 planning obligation for the potential Strategic Employment site's development.
- 3.3.172 Given the large scale and strategic nature of this site, ongoing dialogue with strategic partners, including cross boundary cooperation, will be important to achieve the good planning, delivery and success of the Business Park in economic, transport, social and environmental terms.

3.4 Section 4: Infrastructure to support growth

What the Core Strategy says

3.4.1 The Core Strategy Vision:

“Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where...neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options [and] the wellbeing of communities is supported by accessible health, leisure, education and information services.”

3.4.2 The Core Strategy Objectives:

SO13: To secure in appropriate locations, adequate land, community services and infrastructure to support business and community needs.

SO15: To improve overall accessibility to key services and facilities for all but encouraging development in accessible locations maintaining and enhancing the movement network.

3.4.3 Core Strategy Policies:

- *Policy CS5: Valued people and economic development*
- *Policy CS12: Infrastructure delivery*

3.4.4 What the DMP does

To deliver the vision and objectives of the Core Strategy with regard to infrastructure to support growth, the DMP sets out the following objective and policy:

DMP objectives and policies

DMP objective

Policy

PS4: Plan for improvements to existing infrastructure and services, and/or the provision of new infrastructure and services, to meet the needs created by new development.

INF1: Infrastructure
INF2: Community facilities
INF3: Electronic communication networks

Policy INF1: Infrastructure

1. The Council will require timely provision of infrastructure to support a particular development and/or to mitigate any negative impacts that would otherwise result from the development.
2. Where infrastructure critical to support a development cannot be provided when the Council considers it is needed, development will be required to be phased to reflect infrastructure delivery.
3. Infrastructure may be secured by planning conditions and obligations, and highway agreements, and may be funded by obligations and agreements for site-specific infrastructure, and from the Community Infrastructure Levy for infrastructure needed because of the cumulative impact of developments.
4. Applications which the Council considers likely to impact on the local utilities network must provide evidence to demonstrate that the impact would not be unacceptable, including with regard to gas and electricity supply and distribution, broadband infrastructure, water supply pressure, waste-water treatment capacity, and the risk of sewer flooding.

Policy INF1: Infrastructure (continued)

5. The key infrastructure on which the delivery of the Plan depends is set out in the Infrastructure Schedule at Annex 6. Planning applications and infrastructure providers should have regard to this Schedule, or any updates in the latest Infrastructure Delivery Plan.

Explanation

- 3.4.5 The term “Infrastructure” refers to the physical facilities and services needed for the borough and its communities to function successfully. These include:
- roads and public transport facilities and services
 - utilities such as power and water supplies and distribution networks
 - waste-water treatment infrastructure
 - waste management facilities
 - flood defences
 - emergency services facilities such as fire stations
 - schools, early years and college education facilities
 - health facilities
 - sports and recreation facilities
 - community and cultural facilities
 - leisure centres and green open spaces
- 3.4.6 Maintenance of adequate infrastructure and expansion to meet future needs is generally the responsibility of the relevant infrastructure provider. Both private and public infrastructure providers work to statutory requirements and have short-term planning cycles and asset management plans.
- 3.4.7 The timely delivery of infrastructure necessary to support new development is important in ensuring that housing and economic development is sustainable. Securing provision of new and improved infrastructure when needed will minimise any potential negative impacts of new development on the borough and its residents and businesses.
- 3.4.8 Planned infrastructure upgrades and improvements as well as those needed to support the amount and location of development planned for are set out in the supporting Infrastructure Delivery Plan (IDP). This will be updated as needed, to reflect infrastructure providers’ latest plans.
- 3.4.9 Most of the planned development in the borough set out in the Core Strategy and DMP is fairly small-scale, and the impacts on infrastructure are therefore cumulative. As such, most developments are required to contribute to the cost of upgrading and providing new infrastructure through payment of the Community Infrastructure Levy. Developments which would have specific identifiable impacts may be subject to individual infrastructure requirements through planning conditions and/or obligations.
- 3.4.10 The larger site allocations include the key infrastructure requirements to support development of those sites. Some of these also include land allocated for infrastructure such as new schools and healthcare facilities.
- 3.4.11 In order to protect water and environmental quality, in areas of constrained capacity and/or when proposing major developments, applicants may be required to demonstrate that the development would not result in an increased risk of sewer flooding. Planning applications may be required to include a drainage strategy.
- 3.4.12 Where there may be a risk of sewer flooding, potential mitigation should be discussed with the water and/or waste-water treatment provider, and would need to be secured as part of any

planning permission. Drainage for proposed developments will be required to maintain separate foul and surface water flows.

- 3.4.13 To ensure that planned development can be delivered, the Council has considered the impact of the plan policies and required supporting infrastructure on the viability of developments expected over the plan period (ending 2027). Should an applicant demonstrate that, having taken into account these costs in the price paid for the site or site option, a proposed development would not be viable, negotiation of other policy requirements will be considered first, in line with national policy. The Council will work with partners in the delivery of infrastructure, which may include cross-boundary mitigation.

Policy INF2: Community facilities

1. Loss or change of use of existing community facilities will be resisted unless it can be demonstrated that the proposed use would not have an adverse impact on the vitality, viability, balance of services and/or evening economy of the surrounding community; and
 - a. Reasonable attempts have been made, without success, for at least six months to let or sell the premises for its existing community use or for another community facility that meets the needs of the community (see Annex 3 for details on what will be required to demonstrate this); or
 - b. The loss of the community facility would not result in a shortfall of local provision of this type, or equivalent or improved provision in terms of quantity and quality, or some wider community benefits, will be made in a suitable location.
2. Proposals for the provision of new community, sports and recreational facilities will be encouraged provided:
 - a. There is an identified local need which cannot be met from the use of the existing stock of community premises
 - b. The site would be easily and safely accessible to the local community; and
 - c. The proposed development would have no adverse impact on residential amenity or character of the area.

Explanation

- 3.4.14 Policy INF2 amplifies Core Strategy Policy CS12. Community facilities (including public houses, educational facilities, healthcare and community care facilities, child care facilities, meeting halls, libraries, and places of worship) are vital in supporting both new development and existing neighbourhoods, but can often face pressure to be developed for housing or other uses. Community facilities can include uses which provide a clear public benefit, but also include facilities which can facilitate social interaction and community events.
- 3.4.15 Policy INF2 recognises the need to protect existing provision of community facilities, while also accepting that in some cases a lack of demand may make it unviable to retain them. The policy sets out the situations in which the loss of a community facility will be considered acceptable, whilst aiming to maintain or improve the overall level of provision across the borough.
- 3.4.16 The policy also recognises that new community facilities will be supported where there is an identified need for these, subject to appropriate controls to ensure these are usable and can be integrated into the local community.
- 3.4.17 The dual use of private, institutional and education facilities will be encouraged in appropriate locations.

Policy INF3: Electronic communication networks

1. The Council will require all new development to be connected with high speed and reliable broadband. To facilitate high speed provision:
 - a. Broadband connection should be directly accessed from the nearest exchange or cabinet;
 - b. Cabling should be threaded through resistant tubing to enable easy access to the cable for future repair, replacement and upgrading;
 - c. Exceptional circumstances can apply where applicants can show through consultation with broadband infrastructure providers, that this would not be possible, practical or economically viable. In these cases an equivalent developer contribution towards off site works will be sought which could enable greater access in the future; and
 - d. Other forms of electronic communication infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be provided as appropriate, where possible and viable.
2. Proposals for new telecommunications apparatus (including masts) must be sited and designed sympathetically to minimise the impact on the visual amenity, character and appearance of the surrounding area, coloured and finished appropriately, with provision of screening where necessary. Applicants will be expected to demonstrate that options for sharing facilities and/or co-location with existing installations or structures have been explored and do not offer a practical alternative.

Explanation

- 3.4.18 Access to high speed broadband benefits communities and businesses, including home-based businesses. Retrofitting can be costly and disruptive; therefore it is important that new development is designed to be 'future-proofed'. Superfast broadband should be incorporated to current agreed industry standards. Developers and infrastructure providers should engage early in the process to facilitate effective delivery. Requirements may be secured through planning conditions or section 106 legal agreements.
- 3.4.19 Telecommunications apparatus is also a vital part of providing access to electronic communications networks. However if poorly designed and sited, it can result in a loss of residential or visual amenity.
- 3.4.20 Policy INF3 recognises that a balance needs to be struck between securing comprehensive coverage whilst safeguarding character, particularly in the most sensitive areas.

3.5 Section 5: Managing land supply

What the Core Strategy says

- 3.5.1 The Council is planning for the provision of a total of at least 6,900 homes over the plan period; equivalent to an annual average provision of 460 homes per year.
- 3.5.2 The spatial strategy in the adopted Core Strategy is based on an ‘urban areas first’ approach. This reflects national policy guidance and the constrained nature of the borough. Housing provision will be focussed within the existing urban areas, to deliver the priorities for regeneration and growth identified in Core Strategy Policy CS6. Although other unanticipated urban opportunities (windfall sites) may come forward, current housing land supply evidence (Annex 7: Housing Trajectory) indicates that it will not be possible to accommodate the total level of planned growth within the existing urban area. Sustainable urban extensions to accommodate the additional housing required to deliver the housing target have therefore been identified.
- 3.5.3 The release of sites for sustainable urban extensions will be triggered if the Council is unable to demonstrate a five year land supply.
- 3.5.4 **Core Strategy Objectives:**
- SO1: To ensure that future development addresses the economic and social needs of the borough without compromising its environmental resources.*
- SO2: To enable required development to be prioritised within sustainable location within the existing built up area...whilst also catering for local housing needs.*
- 3.5.5 **Core Strategy Policies:**
- *Policy CS3: Green Belt*
 - *Policy CS6: Allocation of land for development*
 - *Policy CS13: Housing delivery*

Policy MLS1: Managing land supply

1. The Council’s Housing Monitor will proactively consider the need for release of the allocated sustainable urban extension sites based on a forward-looking mechanism. In order to maintain a five-year housing supply it will forecast whether such supply can be maintained over the next year and subsequent year. Where the Housing Monitor predicts that a five-year housing supply would not be maintained over this period, allocated sustainable urban extension sites will be released for development as necessary.
2. The Housing Monitor will be published annually, in June each year, setting out the position as of April that year. The Housing Monitor will:
 - a. Set out the 5YHLS position for that year and establish whether or not the Council can demonstrate a 5YHLS.
 - b. Make an assessment of the likely 5YHLS position in April of the subsequent year, based on an up to date assessment of the Council’s housing trajectory.
3. The Council will only grant planning permission for sites outside of the annual monitoring process if it can be clearly demonstrated, via up to date evidence, that there is a five year supply shortfall.
4. Planning permission will not be granted for any proposals which would prejudice or compromise the long-term comprehensive development of an urban extension allocation. This excludes proposals for necessary works to support the efficient operation of the Patteson Court Landfill.
5. The Council will maintain an on-going dialogue with those involved in promoting and **Policy**

MLS1: Managing land supply (continued)

delivering allocated sustainable urban extensions sites and will actively support and encourage Planning Performance Agreements and/or the preparation of joint Development Briefs (where appropriate) for the sites in order to facilitate their timely delivery upon release.

Explanation

- 3.5.6 The Core Strategy sets out a strategy to meet the borough's identified housing target. The Housing Trajectory (Annex 7) demonstrates how this can be achieved to ensure continuity throughout the plan period (ending 2027). The annual Housing Monitor shows that housing delivery has responded so far to meet the key indicator of five years supply of specific deliverable sites and it is important that this level of delivery is maintained to assist in the achievement of sustainable development.
- 3.5.7 The Core Strategy recognises that sustainable urban extensions will be needed as part of the housing delivery strategy to support delivery of the borough's housing requirement as set out in Core Strategy Policy CS13.
- 3.5.8 Core Strategy Policy CS13 identifies that sites for sustainable urban extensions within the broad areas of search set out in Policy CS6 will be released when such action is necessary to maintain a five year supply of specific deliverable sites. Policy CS13 also notes that the phasing of sustainable urban extension sites will be set out in the DMP and will take account of strategic infrastructure requirements.
- 3.5.9 Core Strategy Policy CS6(3) identifies that the Council will allocate land beyond the current urban area for sustainable urban extensions, based on an assessment of the potential within the following broad areas of search (in order of priority):
- a. Countryside beyond the Green Belt adjoining the urban area of Horley
 - b. East of Redhill and East of Merstham
 - c. South and South West of Reigate
- 3.5.10 Based on current information, the only site where the timing of delivery may be impacted by a site specific constraint or infrastructure requirement is ERM2/3 Copyhold, in order to ensure the efficient operation of the landfill site is not compromised. Policy ERM2/3 explains this relationship further and identifies the evidence, mitigation and issues which would need to be considered as part of any application for development.
- 3.5.11 This policy establishes a proactive and forward looking approach to the management of land supply which respects the Council's "urban areas first" approach and the principles established through Core Strategy Policy CS13 whilst ensuring that the Council is able to respond effectively and decisively to evidence of a current or future shortfall in the five year land supply in a plan-led manner.
- 3.5.12 To do this, the policy sets out clear and robust mechanisms for the release of urban extensions sites, starting with the Council's annual Housing Monitoring process. In this way, it provides clarity and certainty for all stakeholders but allows for sufficient flexibility to respond to changing circumstances. The Council recognises the importance of a positive, on-going dialogue with those involved in bringing forward sustainable urban extensions and the policy reflects a commitment to this to ensure that these sites deliver the right development at the right time.

Annexes

Annex 1: Glossary

Affordability

An indicator measuring the ability of lower wage earners living in the borough to buy a home in the borough that meets their needs.

It is measured by the ratio of the cost of a lower quartile market home to lower quartile (workplace-based) earnings. i.e. how many times a person's salary would be needed to buy a home. The higher the ratio, the less affordable housing is.

Affordability is of most concern to those with the lowest earnings, including first time buyers. For this reason affordability is generally measured by comparing the lowest 25 per cent of earnings (of people working in the borough) to the lowest 25 per cent of house prices, which gives the "affordability ratio".

Affordable Housing

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- 1. Affordable housing for rent:** meets all of the following conditions:
 - a. the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable)
 - b. the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and
 - c. it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

- 2. Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- 3. Discounted market sales housing:** is sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- 4. Other affordable routes to home ownership:** housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Agriculture

Includes:

- horticulture, fruit growing, seed growing, dairy farming;
- breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or fur, or for the purpose of its use in the farming of land);
- the use of land as grazing land, meadowland, osier land, market gardens and nursery grounds; and
- the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes, (S.336(1) 1990 Town and Country Planning Act).

Allocated site

Land that is allocated by the development plan for particular use(s).

Ancient Woodland

An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

Area of Great Landscape Value (AGLV)

An area designated by Surrey County Council as being of high visual quality worthy of protection.

Area of Outstanding Natural Beauty (AONB)

An area designated for its nationally-important landscape character and appearance.

Within an AONB, conservation and enhancement of natural landscape beauty is a priority.

Part of the Surrey Hills AONB is located in Reigate and Banstead.

Bed spaces

The number of people that each bedroom is designed to accommodate.

Best and most versatile agricultural land

Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Biodiversity

Variety in living organisms from all sources including, terrestrial, marine and other aquatic ecosystems, and the ecological complexes of which they are part; this includes the diversity within species, between species and of ecosystems (UN Convention on Biological Diversity definition).

Biodiversity Opportunity Area

Priority area for habitat management improvement based around existing protected wildlife conservation area sites that also include non-designated habitats. Offer potential for achieving more coherent and resilient ecological networks.

Brownfield land

See previously developed land.

Brownfield Land Register

Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017.

Coast to Capital Local Enterprise Partnership (LEP)

A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Reigate and Banstead Borough is located centrally in the Coast to Capital Local Enterprise Partnership, which extends from Croydon to the South Coast.

Community Facilities

Facilities or services for the community including but not limited to local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

Community Infrastructure Levy (CIL)

A planning charge on development that local authorities can charge on new developments to help fund the infrastructure needed to support the development of the area.

The Community Infrastructure Levy has replaced Section 106 planning obligations as the main mechanism for funding infrastructure related to cumulative development impacts.

The CIL was introduced in the borough in April 2016.

Comparison retail

The selling of non-food items not purchased on a frequent basis that purchasers compare on the basis of price and quality before buying. These include clothing, footwear, household and recreational goods.

Conservation Area

Area designated by the local planning authority under the Listed Buildings and Conservation Areas Act 1990 as being of special architectural or historic interest, the character or appearance of which it is desirable to protect and enhance.

Convenience retail

The selling of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

Core Strategy

The Core Strategy is the strategic element of the Local Plan, setting out how much growth will take place over the plan period, the broad locations where it will occur, and how it will be delivered sustainably.

It also includes policies to ensure the borough's natural environment and valued townscapes are protected.

Density

Measure of the number of dwellings per hectare (dph).

Employment uses

Uses that generate employment including uses within the B Use Class, and main town centre uses (but excluding housing).

Exception test

The flood risk Exception Test should be applied if, following application of the Sequential Test for flood risk, it is not possible for the development to be located in zones with a lower probability of flooding.

For the Exception Test to be passed it must be demonstrated that:

1. The development provides wider sustainability benefits to the community that outweigh flood risk; and
2. That the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

See also Sequential Test.

Green Belt

A policy designation of largely undeveloped land surrounding a settlement, whose fundamental aim is to prevent urban sprawl by keeping land permanently open. Green Belt serves five purposes; to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Green and blue infrastructure

A multi-functional network of open spaces in both rural and urban areas, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside, which support natural and ecological processes, and are integral to the health and quality of life of communities.

Greenfield land

Land which is not "previously developed land"/"brownfield land".

Gypsies and travellers

Gypsies and travellers are persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Habitable Room

A room used or intended to be used as a living room, bedroom, kitchen/diner (but not kitchen nor bathroom).

Habitats Regulations Assessment (HRA)

European designated sites, such as Special Areas of Conservation (SACs) and candidate SACs, Special Protection Area (SPAs) and Ramsar sites are given strong protection under the Conservation of Habitats and Species Regulations 2017, known as “the Habitat Regulations”.

Competent Authorities, such as local planning authorities, have a legal obligation to consider the impacts of any plan or project, either alone or in combination, would be likely to have a significant effect on a European designated site. The first stage is a Habitats Regulations Assessment (HRA) screening stage, followed by an Appropriate Assessment if needed.

Heritage assets

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. These include designated heritage assets such as Scheduled Monuments, Listed Buildings, Registered Park and Gardens, and Conservation Area designated under the relevant legislation; and assets identified by the local planning authority (including locally listed buildings).

Housing and Employment Land Availability Assessment (HELAA)

Technical evidence study that informed preparation of the DMP, it assesses the potential of sites to accommodate development, including housing, employment and retail uses over the next five years and the following 10 years.

Housing for older people

Housing capable of meeting the diverse needs of older people and support them in maintaining independence and/or offer differing levels of care. This includes specialist housing such as ‘age restricted’ housing, sheltered and enhanced sheltered housing, extra care housing and registered care. It can also include mainstream housing which has been designed or adapted to meet the needs of older people and to assist them in retaining their independence for as long as possible; for example bungalows or other homes designed to meet accessibility standards set out in Part M, category 3 of the Building Regulations or Lifetime Homes requirements.

Infill Development

Development of a small plot of vacant or underused land between existing buildings, often within an otherwise built-up frontage.

Infrastructure

The physical facilities and services required to support development including roads, schools, medical centres, sports and community buildings, sewage treatment facilities, flood defences, and utilities.

Infrastructure Delivery Plan

Sets out the infrastructure needed to support the delivery of the Development Management Plan. It includes an Infrastructure Schedule of key infrastructure projects needed, their costs, phasing, funding sources and responsibilities for delivery. The Schedule is also provided as Annex 6 of the DMP.

Local Enterprise Partnership

A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Area for Play (LAP)

A small landscaped area of open space and play area designed for very young children, under age 6, within 5 minutes safe walking time from where they live. Consideration should be given to use of age specific equipment, furniture and landscape, and enclosed although visually open boundaries.

Locally Equipped Area for Play (LEAP)

Designed for unsupervised play for children of early school age (ages 4-12). Of an open nature to allow for interaction and free play of the children. Equipment placement and choice must be stimulating, allow for creative (imaginative play) joint or social play, and consideration to DDA.

Advised to be within 10 minutes safe walking distance from homes, situated again for informal supervision i.e. by well used routes or homes.

Locality

The immediate vicinity within which a site is situated.

Local Nature Reserve

Non statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is promoted.

Low carbon energy generation

Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). See also renewable energy.

Main town centre uses

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Micro-generation

Small-scale renewable energy systems - including solar, air source, ground source and biomass energy - which generate heat and electric power.

Monitoring framework

Sets out a series of indicators providing the basis for assessing the achievement towards the objectives of the Core Strategy and Development Management Plan. Performance against indicators is published annually in the Council's Monitoring Reports.

Multi Use Games Area (MUGA)

Area for outdoor sports, often with synthetic surfaces and sometimes floodlighting. Positioned no more than 700m from the homes that it serves.

National Planning Policy Framework (NPPF)

A single document setting out national planning policy which local planning policies and plans are required to comply with.

Neighbourhood Equipped Area for Play (NEAP)

An unsupervised play area serving a substantial residential area and catering users of ages 4-14, although mainly equipped for older children. May include kick-about, skate and gathering areas for teenagers. Located within 15 minutes walk of the homes that it serves, and centrally located.

Permitted Development

Development granted consent on a national basis, including changes of use and minor extensions and alterations that can be implemented without the need to submit a full planning application to the local planning authority.

Pitch

A demarcated residential area of land which generally houses one gypsy and traveller household, and which includes a hard-surface, utility connections, and space for one mobile home or static caravan, one touring caravan, and one car or transit van. It should also include an amenity building, storage space, landscaping and play area, which may be shared between several pitches on one site.

Plot

A demarcated mixed-use area of land which generally houses one travelling showpeople's household with storage space for equipment, and which includes a hard-surface, utility connections, and space for a caravan, trailer, mobile home and storage space for equipment. It should also include an amenity building, storage space, landscaping and play area, which may be shared between several plots on one yard.

Previously developed land

Often referred to as 'brownfield land'.

Land is that which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary and secondary frontages

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.

Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Primary shopping area

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Regionally Important Geological Sites

A non-statutory regionally important geological or geomorphological site.

Registered Parks and Gardens

A park or garden of historic interest. These may be subject to statutory listing by Historic England or of local interest, designated by the Borough Council.

Designation is a 'material consideration' in the planning process, so that the impact of proposed development on the landscapes' special character must be considered.

Renewable energy

Those energy flows that occur naturally and repeatedly in the environment; from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat.

Residential Area of Special Character (RASC)

Low density residential areas which retain a special character of substantial dwellings in spacious grounds of mature green landscaping.

Rural Surrounds of Horley

A designation applied to areas of countryside around Horley, which are outside of both the urban area and the Green Belt.

Safeguarding Zone

An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to which specific safeguarding provisions apply.

Scheduled Ancient Monument

Buildings or earthworks above or below ground whose preservation is of national importance because of their historic, architectural, traditional, or archaeological interest. A type of designated heritage asset.

Section 106 planning obligation

A legal agreement between a planning authority and landowner associated with the grant of planning permission, to secure measures to make a development acceptable and/or to prescribe the detailed type of the development. Often used to secure the provision of infrastructure.

Sequential test (for flood-risk areas)

A national planning policy requirement that seeks to steer new development to areas with the lowest probability of flooding. In demonstrating that the requirements of the sequential test have been met, proposals should refer to the NPPF and Planning Practice Guidance, and the Environment Agency Flood Map.

Sequential test (for main town centre uses)

A national planning policy requirement for development proposals of main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan.

Site of Nature Conservation Importance (SNCI)

Areas which are of county or regional wildlife value on account of their flora and fauna.

Site of Special Scientific Interest (SSSI)

Sites designated by Natural England under the Wildlife and Countryside Act 1981 for their plants, animals, or geological and physiological features.

Special Area of Conservation (SAC)

Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites. Part of the Mole Gap to Reigate Escarpment Special Area of Conservation (SAC) is within Reigate and Banstead Borough.

Strategic Environmental Assessment (SEA)

A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Flood Risk Assessment (SFRA)

Technical evidence study that informed preparation of the DMP. Used to inform decisions on the location of development and policies for flood risk management. The report is in two parts, Level 1 and Level 2.

Strategic Housing Market Assessment (SHMA)

Technical evidence study that informed preparation of the DMP. It analyses the housing need and demand, considers future trends and identifies the housing needs and requirements of particular groups.

Supplementary Planning Document (SPD)

A document that adds detail to policy in the development plan. They are capable of being a material consideration in planning decisions, but are not part of the development plan.

Sustainable development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS)

Drainage systems designed to reduce flooding impacts from development by managing surface water runoff using mimics of natural drainage systems, such as ponds and swales, and using permeable materials for hard surfaces.

Sustainable Urban Extension (SuE)

An extension to an urban area at its edge (of predominantly housing development) located on countryside land forming the new urban boundary.

Sustainability Appraisal

A legal requirement designed to ensure that the likely social, environmental and economic impacts of planning policies and proposals are assessed and considered by decision-makers.

Town Centres

Areas defined on the policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.

Transport assessment

A comprehensive and systematic process that sets out transport issues relating to a proposed development.

It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed to be taken to deal with the anticipated transport impacts of the development.

Transport statement

A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

Travel plan

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through prescribed actions which is regularly reviewed.

Travelling Showpeople

Travelling Showpeople are members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.

Urban Open Space

Green open space in urban areas which contributes to the quality of life and/or visual amenity of the area.

Viability (development)

A measurement of whether a development would generate an acceptable return to a developer and a land value sufficient to persuade the landowner to sell the land for development proposed once all of the development costs (including compliance with policies) have been accounted for.

Viability (town centre)

The capacity of a town/local centre to attract investment and to adapt to changing requirements and trends.

Windfall

Sites not specifically identified (allocated) in the development plan.

Annex 2: Superseded policies

The table below shows the Borough Local Plan 2005 Policies and Core Strategy 2015 which are superseded by Development Management Policies.

DMP policy	Superseded Borough Plan 2005 (or Core Strategy 2014) Policy
Theme 1: Growing a Prosperous Economy	
EMP1: Principal Employment Areas	Em1, Em8, Em9
EMP2: Local Employment Areas	Em1, Em8 , Em9
EMP3: Employment development outside of Employment Areas	Em10
EMP4: Safeguarding Employment land and premises	Em1A
EMP5: Secure local skills and training opportunities	N/A
RET1: Development in town centre frontages	Em5, Sh1, Sh5, Sh7, Sh8, Sh9, Sh12, Hr25
RET2: Development within identified retail frontages and local centres	Em4, Sh5, Sh7, Sh8, Sh9, Sh12, Hr25
RET3: Development in Local Centres	Em6, Sh1, Sh10, Sh11, Sh12
RET4: Development in smaller centres and isolated shops	Sh11
RET5: Development of town centre uses outside town and local centres	Sh14
RET7: Retail warehousing	Sh14
Theme 2: Building self-reliant communities	
DES1: Design of new development	Ho9, Ho9a, Ho13, Ho16, Ho18, Em3, Em5, Em7, Em8, Sh2, Re2, Re13, Cf2, Ut1, Hr2b, Mo6
DES2: Back garden land development	Ho13, Ho14

DES3: Residential Areas of Special Character	Ho15
DES4: Housing Mix	Ho3
DES5: Delivering High Quality Homes	Ho9, Ho18
DES6: Affordable Housing	(Supersedes Core Strategy 2014 Policy CS15)
DES7: Specialist Accommodation	Ho20, Ho21, Ho22
DES8: Construction Management	Mo5
DES9: Pollution and contaminated land	Ho10, Hr19
DES10: Control of advertisements and shopfront design	Pc9, Pc10, Sh2
OSR1: Urban Open Space	Pc6, Hr33
ORS2: Open space in new development	Re3, Re5, Re6, Re7, Hr33, Hr35
OSR3: Outdoor space and recreation	Re12
TAP1: Access, Parking and Servicing	Sh1, Mo5, Mo6, Mo7, Mo8, Mo9, Mo12, Mo13, Hr1, Hr2a, Hr28
TAP2: Airport car parking	Em11
CCF1: Climate change mitigation	Re2, Cf2, Sh2, Em3, Ho9
CCF2: Flood risk	Ut4, Hr2a
NHE1: Landscape protection	Pc1, Hr37
NHE2: Protecting and Enhancing Biodiversity and Areas of Geological Importance	Pc2a, Pc2b, Pc2c, Pc2d Pc2e, Pc2f, Pc5
NHE3: Protecting Trees and Woodland Areas	Pc2g, Pc3, Pc4
NHE4: Green/Blue Infrastructure	Re7, Mo12, Mo13, Hr38, Pc5, Hr35
NHE5: Development within the Green Belt	Co1, Co2, Co6, Ho24, Ho24a, Ho26

NHE6: Reuse and adaptation of buildings in the Green Belt and the Rural Surrounds of Horley	Co3, Ho24, Ho26, Hr36
NHE7: Rural Surrounds of Horley	Ho24, Ho24a, Hr36
NHE8: Horse Keeping and Equestrian Development	Co7
NHE9: Heritage Assets	Pc8, Pc9, Pc10, Pc11, Pc12, Pc13

Theme 3: Place Shaping

GTT1: Gypsy, Traveller and travelling showpeople accommodation	N/A
CEM1: Cemetery and crematorium provision	Co1
BAN2: The Horseshoe, Banstead	N/A
BAN1: 136-168 High Street, Banstead	Em7
RTC2: 16-46 Cromwell Road, Redhill	Em7
RTC6: Gloucester Road Car Park, Redhill	Rd2, Em7
RED8: Reading Arch Road/Brighton Road North, Redhill	Em7
ERM1: Hillsbrow	N/A
ERM2/3: Land West of Copyhold Works and Former Copyhold Works	N/A
ERM4a: 164 Bletchingley Road, Merstham	N/A
ERM4b: Land South of Bletchingley Road, Merstham	N/A
ERM5: Oakley Farm, Off Bletchingley Road, Merstham	N/A
REI2: Land Adjacent to the Town Hall, Castlefield Road, Reigate	Rg5, Em7
REI1: Library and Pool House, Bancroft Road, Reigate	Em7

REI3: Albert Road North Industrial Estate, Reigate	Em7
SSW2: Land at Sandcross Lane, South Park, Reigate	N/A
SSW6: Land West of Castle Drive	N/A
SSW7: Hartswood Nursery	N/A
SSW9: Land at Dovers Farm, Woodhatch, Reigate	N/A
HOR1: High Street Car Park, Horley	Hr30, Em7
HOR5: Horley Library, Victoria Road	Hr17, Hr42a
HOR6: 50-66 Victoria Road North, Horley	Em7
NWH1: Land at Meath Green Lane, Horley	N/A
NWH2: Land at Bonehurst Road, Horley	N/A
HOR9: Horley Strategic Business Park	Re3/Policy Hr33:site 5 (formerly Policy Re3:site 7)
INF1: Infrastructure	Ut3, Mo1, Mo4, Hr1, Hr3
INF2: Community Facilities	Em5, Re1, Cf1, Cf3, Cf5
INF3: Electronic Communication Networks	Ut2
MLS1: Phasing of urban extension sites	N/A

Borough local plan policy**Reason****(not retained, and not replaced by any policy in the DMP)**

Ho1	It is considered that this is not necessary, particularly given the high land value for residential
Ho8	Safeguards sites that are no longer applicable or have planning permission/have been developed already
Ho12	No policy on improving existing housing stock in DMP - not something planning has any strong control over
Em2	Section 8 of the Core Strategy covers monitoring and there are annual commercial and housing monitors
Sh3	Allocates sites that are no longer applicable or have planning permission/have been developed already
Sh6	No policy on markets in DMP, but NPPF para 23 promotes markets
Re4	No policy on dual use of facilities in the DMP - guided by OSR study instead
Re9	No policy on allocating a golf course in the DMP, and no evidence in Policy OSR to justify doing so
Re10	Policy achieved and no longer needed
Re11	No policy on dual use of facilities in the DMP - guided by OSR study instead
Mo3	It is the County Council's remit, the Council are still able to input into this issue through relevant avenues, which it does anyway
Mo10	No policy on rail services in DMP but superseded by Core Strategy Policy CS17
Mo11	Refers to pedestrianisation scheme in Reigate - no longer proposed
Rd3	Allocates sites that are no longer applicable or have planning permission/have been developed already
Rd4	Allocates sites that are no longer applicable or have planning permission/have been developed already
Rg2	These are happening in other departments in the Council, does not necessarily need putting in the DMP
Rg3	Refers to pedestrianisation scheme in Reigate - no longer going ahead
Rg9	Allocates sites that are no longer applicable or have planning permission/have been developed already

Hr8	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr9	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr14	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr16	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr20	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr21	Relates to bus services in Horley that are being provided - no longer relevant
Hr22	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr23	Relates to pedestrian and cycle facilities in Horley that are being provided - no longer relevant
Hr24	Relates to junction improvements in Horley that are being provided - no longer relevant
Hr26	Refers to extension of pedestrianisation in Horley - no longer relevant
Hr29	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr31	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr34	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr39	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr40	Allocates sites that are no longer applicable or have planning permission/have been developed already
Hr41	Allocates sites that are no longer applicable or have planning permission/have been developed already
Bn1	These are happening in other departments in the Council, do not need putting in the DMP

Annex 3: Marketing requirements

These marketing requirements apply to Policies:

- EMP4: Safeguarded employment land and premises
- RET2: Town centre frontages
- RET3: Local centres
- RET4: Loss of shops outside of designated centres
- INF2: Community facilities
- NHE6: Reuse and adaptation of buildings in the Green Belt and the Rural Surrounds of Horley

Where policies require marketing information to be submitted, the following details will be used to assess the acceptability, or otherwise, of the information submitted and the marketing undertaken. Details should be provided in the change of use questionnaire as part of the validation requirements for a relevant planning application.

Marketing evidence requires demonstration of an active marketing campaign for a continuous period of at least 6 months, which has shown to be unsuccessful and is provided in writing.

Marketing must be through a commercial agent at a price that genuinely reflects the market value. It must be shown to the council's satisfaction that marketing has been unsuccessful for all relevant floorspace proposed to be lost through redevelopment or Change of Use.

Active marketing shall include all of the following as a minimum:

- Contact information posted in a prominent location on site, in the form of an advertising board for the duration of the marketing period.
- Property and marketing information posted on the internet in popular areas such as commercial property selling/letting websites.
- Any other suitable method of advertisement such as posting in the local newspaper (optional if website marketing is comprehensive).
- Registration of property with at least one reputable commercial property agent
- Making property details/particulars available to enquirers on request.
- Marketing the property for the appropriate use(s) as defined by the relevant planning policy.
- Marketing the property at a reasonable price in relation to use, condition, quality and location.

Advertisements should include basic information such as site location, size in sqft or sqm, site description, lawful land use of the property, property type, specifications and costs (including rent per sqft, service charge per sqft, and any other charges).

Sufficient detailed information is required to be submitted alongside any planning application to demonstrate compliance with the above criteria. In addition, evidence of all the following shall be submitted:

- Details of how the site was marketed, including copies of all sales literature, brochures, website/internet marketing, newspaper adverts and signed and dated photos of signboards;
- Details of any particulars sent, including who they were sent to and when
- The terms of sale and/or lease (i.e. any ties on the freehold and leasehold options or restrictive covenants)
- The number and details of enquiries received and when they were received;
- The number and date of viewings;
- The number, type, proposed uses and value of offers received and when they were received;
- Reasons for refusal of any offer received, and/or reasons why any offers fell through;
- The asking price and/or rent that the site or property has been offered at, including a professional

valuation from at least three agents to confirm that this is reasonable;

- The length of marketing period (at least six months continuous marketing), including dates, and
- The length of the vacancy period
- If it is the case that the existing tenant of the site intended to move out, evidence that efforts were made to retain tenants/occupiers within the scheme, as well as reasons why the existing tenant moved out.

Consideration will be given to the location and type of premises and the community it serves and whether there are other premises in the vicinity.

Properties should be actively marketed for a continuous period of at least six months prior to submission of a planning application, although the Council may require a longer period on larger sites, those within employment or retail designations or those of importance to the local community. Early pre-application discussions are encouraged to confirm the marketing period that would be appropriate. There may also be circumstances where a shorter marketing period may be acceptable if appropriate justification can be provided. To support any request for a reduced period of marketing, local vacancy rates and agent's reports as to market conditions should be provided.

The grant of planning permission for a change of use or redevelopment to a use not specified in Policies RET2, RET3, or RET4 will only be considered if sufficient evidence is provided of how the property has been marketed for sale and/or let which demonstrates that the desired use cannot be secured at this site.

Annex 4: Parking standards

The Council's local parking standards are based on Surrey County Council's Vehicular and Cycling Parking Standards (2018), although the residential parking standards have been adjusted to better reflect the Reigate and Banstead Borough context.

Parking space dimensions

Off-street car parking:

- The minimum dimension of a car parking space is 2.4 metres by 4.8 metres.
- Where the space is entered from the side, the minimum dimension is 2.4 metres by 6 metres
- Garages and car ports counted towards parking provision must have minimum internal dimensions of 3.25 metres wide by 6 metres long.

Lorry parking

- Minimum of 15 metres long by 3.5 metres wide

Residential standards

For residential developments the parking standards are minimum parking standards. The standards are provided as a guide and they may be varied at the discretion of the Council to take into account specific local circumstances.

Type of home	High Accessibility	Medium Accessibility	Low Accessibility
1 bedroom flats	1 space per unit	1 space per unit	1 space per unit
2 bedroom flats	1 space per unit	1 space per unit	2 spaces per unit
3 bedroom flats	1 space per unit	1.5 space per unit	2 spaces per unit
4+ bedroom flats	1.5 space per unit	2 spaces per unit	2 spaces per unit
1 bedroom houses	1 space per unit	1 spaces per unit	2 spaces per unit
2 bedroom houses	1 space per unit	1 spaces per unit	2 spaces per unit
3 bedroom houses	1 space per unit	2 spaces per unit	2 spaces per unit
4+ bedroom houses	2 spaces per unit	2 spaces per unit	2.5 spaces per unit

- The term 'house' includes bungalows, the term 'flat' includes a flat, maisonette or apartment.
- For schemes of 5 or more dwellings, 1 visitor parking should be provided for each 5 dwellings (i.e. 15 dwellings should have 3 visitor parking spaces, etc).
- Developments are encouraged to include some unallocated parking, especially in areas of higher accessibility.
- Unallocated parking should only be available for residents of the development and their visitors, not for general use.
- Calculations should always be rounded upwards to the nearest full parking space.

- A lower amount of parking may be appropriate in areas within, or adjacent to town centres.
- Garages will only be counted as car parking spaces if they are a minimum of 3.25m by 6m. Car ports are encouraged in preference to garages. Where garages are intended to count toward parking provision, conditions may be applied prohibiting them from being converted to habitable accommodation.

Disabled residential parking

- Allocated spaces should be suitable and accessible to disabled users.
- Where unallocated communal parking is provided, 5% of spaces should be reserved for disabled users, rounded upwards to the nearest 1 space (providing a minimum of 1 disabled space).

Accessibility Level

The residential car parking standards vary depending on the level of accessibility of the site.

Applicants should assess the accessibility level of their site using the table and maps below.

A tool-kit for calculating the minimum car parking for residential developments is available on the Council's website at www.reigate-banstead.gov.uk/dmp.

Categories	Criteria	Points
Walking distance from town centre boundary	800m or less	5
	801-1,600m	3
	1601m or more	0
Walking distance from local centre boundary (only use if distance from town centre boundary is 1,601m or more)	800m or less	3
	801-1,600m	1
	1,601m or more	0
Walking distance from nearest train station	400m or less	5
	401-800m	3
	801m or more	0
Nearest rail station	Redhill; Gatwick Airport	5
	Reigate, Horley, Salfords, Earlswood, Merstham,	3
	All other stations	1

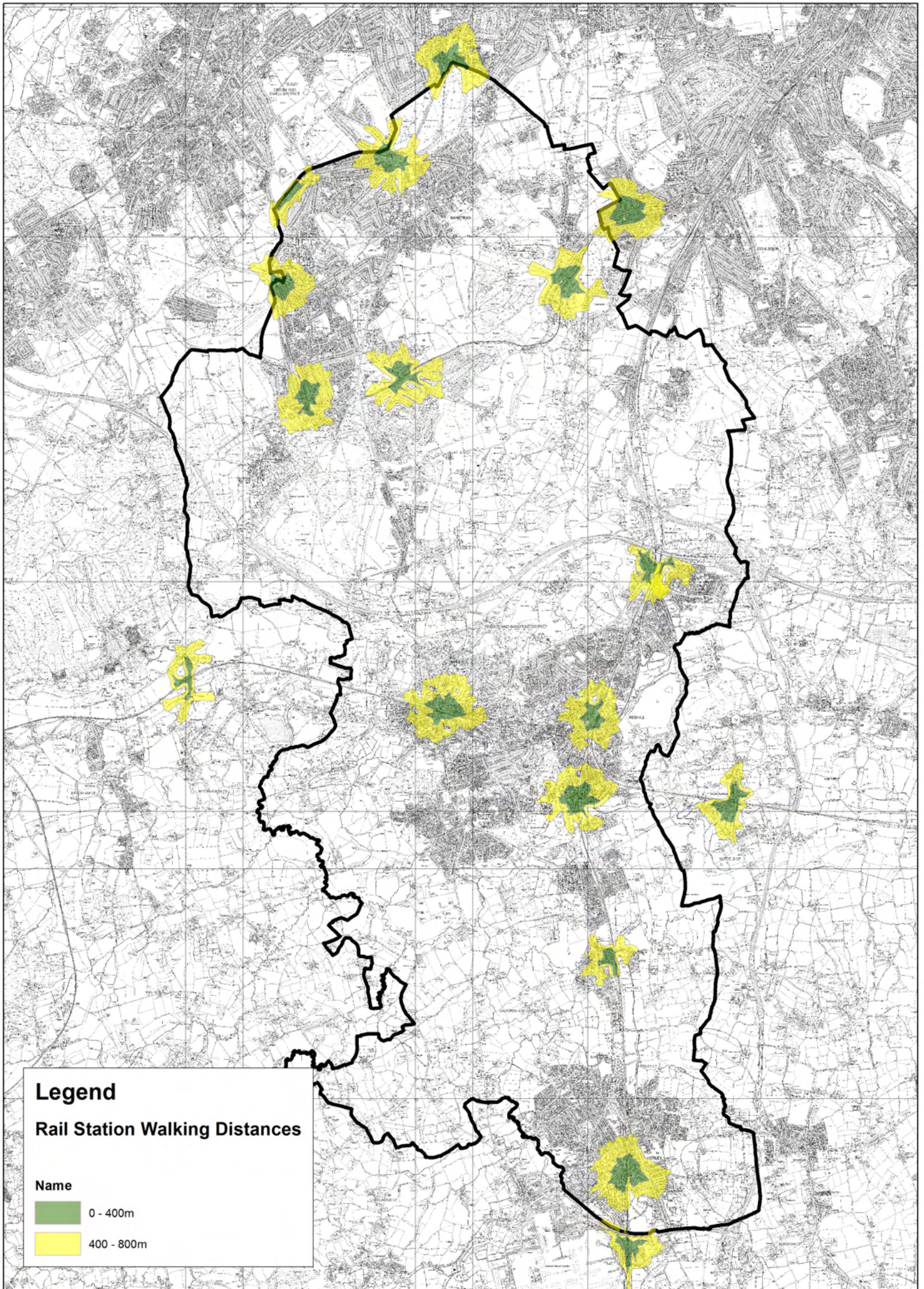
Locations in the borough should be checked against these criteria and assigned a total accessibility score on a scale from 0 to 15 (a location cannot score in both the town centre and local centre criteria). The location should then be assigned to one of the following Accessibility Levels:

- 0-5 points – low accessibility
- 6-10 points – medium accessibility
- 11-15 – high accessibility

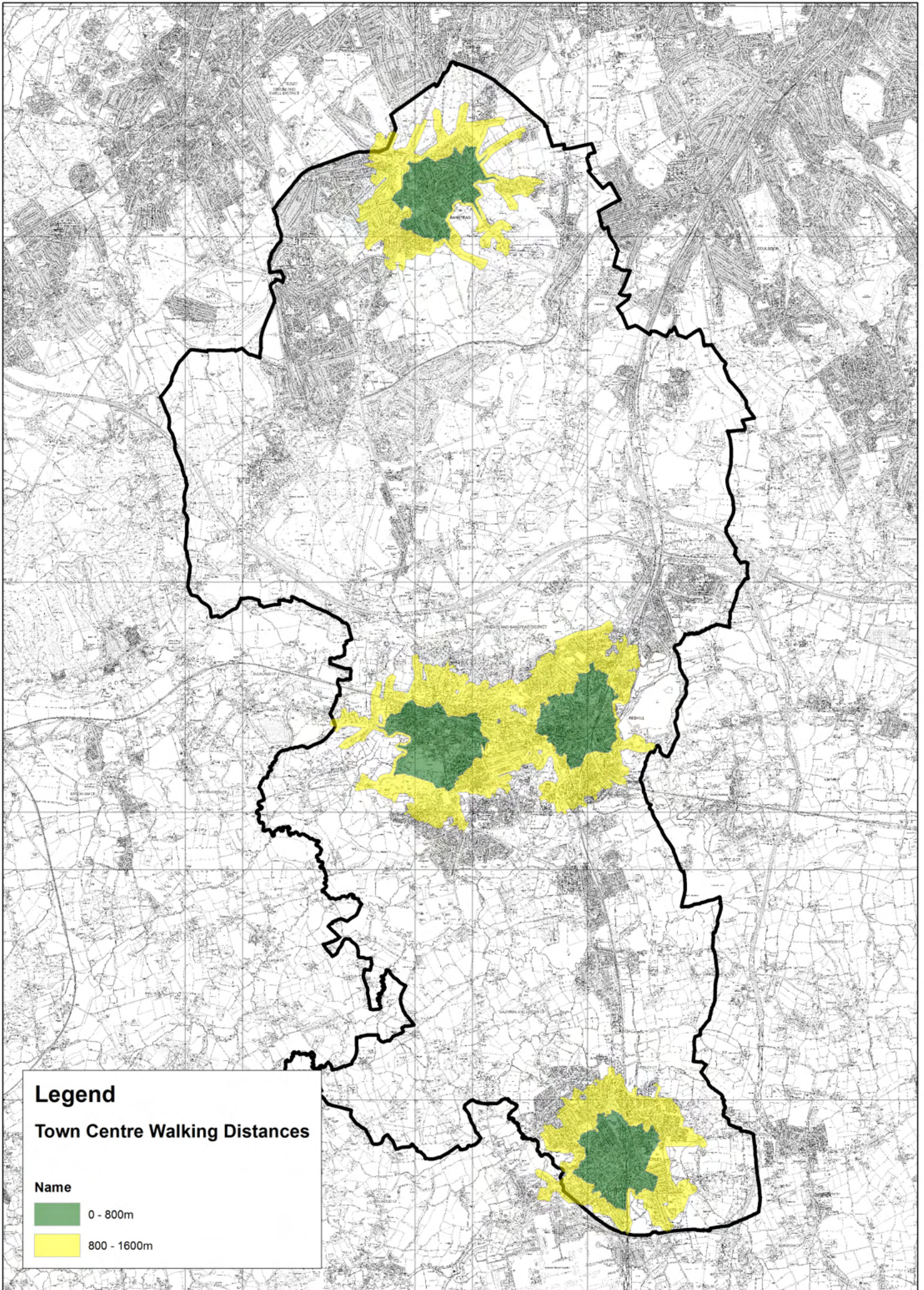
An interactive map that combines the categories above and provides a composite accessibility score is available on the Council's website at www.reigate-banstead.gov.uk/dmp.

The following maps show walking distances from train stations and town and local centre boundaries in line with these criteria.

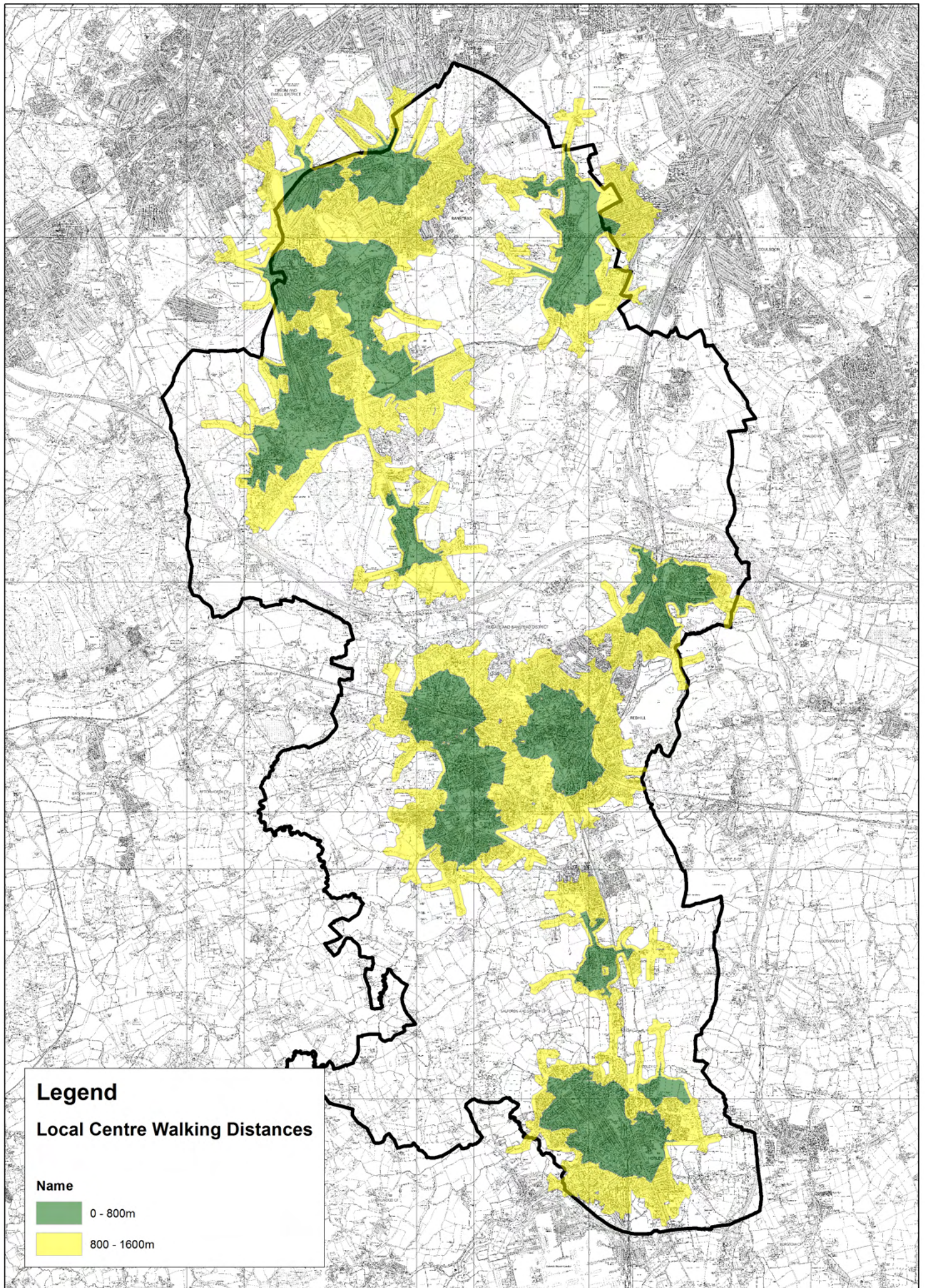
Rail Station Walking Distances



Town Centre Walking Distances



Local Centre Walking Distances



Non-residential standards

For non-residential developments, maximum parking standards are proposed in line with SCC standards. In special circumstances the maximum parking standards can be exceeded, but only with strong justification and this will be at the discretion of the local planning authority.

Use Class	Maximum Standard (per m2 of gross floor area)
A1 Retail	
Food or non-food retail (up to 500m2)*	1 car space per 30m2
Food retail (500m2 to 1000m2)*	1 car space per 25m2
Food retail (above 1000m2)*	1 car space per 14m2
Non food retail (500m2 or more)*	1 car space per 25m2
Open air markets	Individual assessment
A2 Financial & Professional Services	
Financial services, banks, building societies, estate agencies, employment agencies, betting shops (if located beyond town centre locations)	1 car space per 30m2
A3 Food and drink	
Restaurants, snack bars and cafes for the sale of food and drink for consumption on the premises	1 car space per 5m2
A4 Drinking Establishments	
Public houses, wine bars or other drinking establishments	1 car space per 5m2
A5 Hot Food Takeaways	
For the sale of food for consumption off the premises	1 car space per 5m2
B1 Business	
Offices (other than those falling within A2), research & development, light industry appropriate in a residential area	1 car space per 30m2
B2 General Industrial	
Industrial processes (other than those falling within B1)	1 car space per 30m2
B8 Storage or distribution	
Warehouse for storage	1 car space per 100m2 1 lorry space per 200m2

Warehouse for distribution	1 car space per 70m ² 1 lorry space per 200m ²
Cash and carry	1 car space per 70m ² 1 lorry space per 200m ²
C1 Hotels	
Hotels, boarding houses and guest houses where no significant care is provided	1 car space per bedroom 1 car space per FTE member of staff 1 coach space if over 100 bedrooms
C2 Residential Institutions	
Residential care homes and nursing homes	Individual assessment/ justification. Any application should consider, and where appropriate provide, ambulance, staff, occupiers and visitor parking
Hospitals and secure residential institutions	1 car space per 4 staff 1 car space per 3 daily visitors
Boarding schools and residential colleges	Individual assessment/ justification
D1 Non-Residential Institution	
Day nurseries and crèches	0.75 car spaces per staff member 0.2 car spaces per child
Adult day care centres	Individual assessment 1 car space per member of staff
Doctors, dentists and veterinary practices	2 car spaces per consulting room
Libraries, museums, art galleries, law courts, public halls, youth and community centres	1 car space per 30m ²
Places of worship	1 car space per 10 seats

Non-residential schools and colleges	1 car space per 2 staff 1 car space per 10 students 1 coach space
D2 Assembly and Leisure	
Cinemas, theatres, bingo clubs, dance halls and clubs	1 car space per 5 licensed people
Conference centres and exhibition halls	1 car space per 6m ²
Stadiums	1 car space per 15 seats
Health clubs	Individual assessment/ justification
Tennis and badminton clubs	4 car spaces per court
Squash clubs	2 car spaces per court
Field sports clubs	1 car space per 2 playing participants
Golf clubs	3 car spaces per hole
Driving ranges	1 car space per driving bay
Equestrian centres	1 car space per stable
Other Uses	
Vehicle repair, exhaust, and tyre centres	1 car space per member of staff 2 car spaces per service bay 3 car spaces per MOT bay
Car sales	1 car space per 50m ² 1 car space per member of staff
Petrol stations	1 car space per 20m ²
Camping, caravan, and mobile home sites	1 car space per member of staff 1 car space per pitch
Other uses not mentioned above	Individual assessment/ justification

Within and adjacent to town centres, lower levels of parking will be expected to be lower taking account of:

- Public transport accessibility
- Walking and cycling accessibility
- Staff numbers
- Opening hours
- Shift patterns
- Potential for car sharing
- Existing parking provision in the town centre

Disabled non-residential parking

An additional 5% of total parking spaces should be allocated for disabled users (rounded upwards to the nearest 1 space) or a minimum of 1 space per 750m² (whichever is the greater). Disabled car parking spaces should be a minimum of 5m by 3.6m, and should be located close to an accessible entrance.

Minimum Cycle parking standards (based on SCC guidance)

The provision of long stay cycle parking (for example for residents of new housing developments) should be in the form of secure, weatherproof facilities. For flats and similar communal residential developments, cycle parking must be integral to the building unless it would not be physically feasible and be in the form of ‘Sheffield’ racks and/or storage lockers/cupboards allocated to each unit. For houses, provision for secure cycle parking should be made within the curtilage of the dwelling.

For short stay cycle parking, provision should be secure, located as close to the development and trip destination as possible and be covered by natural surveillance (either by adjacent development or pedestrian routes). Weather protection is desirable.

Some reduction of provision may be allowed where strong evidence can be produced of a lack of need or sufficient pre-existing provision in the surrounding area.

Use Class	Minimum Standard
A1 Retail	
Food retail	1 space per 350m ² (out of centre)
	1 space per 125m ² (town/local centre)
Non-food retail	1 space per 1500m ² (out of centre) with minimum 4 spaces
	1 space per 300m ² (town/local centre)
All other retail uses	Individual assessment/justification
A2 Financial & Professional Services	
Financial services, banks, building societies, estate agencies, employment agencies, betting shops	1 cycle space per 125m ² (min 2 spaces)
A3 Food and Drink	
Restaurants, snack bars and cafes for the sale of food and drink for consumption on the premises	1 cycle space per 20 seats (min 2 spaces)

A4 Drinking Establishments

Public houses, wine bars or other drinking establishments

1 cycle space per 100m² (min 2 spaces)

A5 Hot Food Takeaways

For the sale of food for consumption off the premises

1 cycle space per 50m² (min 2 spaces)

B1 Business

Offices

1 cycle space per 125m² (min 2 spaces)

Research and development, light industry appropriate in a residential area

1 cycle space per 250m² (min 2 spaces)

B2 General Industrial

Industrial processes (other than those falling within B1)

1 cycle space per 500m² (min 2 spaces)

B8 Storage or distribution

Storage or distribution

1 cycle space per 500m² (minimum 2 spaces)

C1 Hotels

Hotels, boarding houses and guest houses)

Individual assessment

C2 Residential Institutions

Residential care homes and nursing homes

Individual assessment

Hospitals and secure residential institutions

Individual assessment

Boarding schools and residential colleges

1 cycle space per 2 students

1 cycle space per 2 staff

C3 Dwellings Flats/houses without garages or gardens:

Up to 2 bedrooms

1 cycle space

3 or more bedrooms

2 cycle spaces

D1 Non-Residential Institution

Day nurseries and crèches

1 cycle space per 5 staff (min 2 spaces)

Doctors, dentists and veterinary practices

1 cycle space per 2 consulting rooms (min 2 spaces)

Libraries, museums, art galleries, public halls, youth and community centres, and places of worship

Individual assessment

Non-residential schools and colleges

Individual assessment

D2 Assembly and Leisure

All assembly and leisure uses

Individual assessment

Other Uses

Sui generis and all other uses not mentioned above

Individual assessment

Annex 5: Residential Areas of Special Character (RASC) descriptions and densities

RASC: Meath Green Lane, Horley

Area (ha): 1.87

Average dwelling density (dph): 6.42

Number of plots per hectare: 6.42

Summary of characteristics:

- Dwellings set within large curtilages with mature gardens, including mature trees, shrubs and hedges around each individual plots and their setting and along boundaries with some small wooden fencing and low brick/stone walls
- Large and spacious detached plots which are generally set back from the road with mature verdant soft landscaping
- Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, landscaping including hedges and established trees.
- Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.

RASC: Alma Road and Alders Road, and Merrywood Park, Reigate

Area (ha): 16.15

Average dwelling density (dph): 6.69

Number of plots per hectare: 4.89

Summary of characteristics:

- Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries
- Large individual detached plots set back from the road with grass verges
- Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.
- Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness landscaping and established verdant soft landscaping.

RASC: High Trees Road, Reigate

Area (ha): 4.07

Average dwelling density (dph): 4.07

Number of plots per hectare: 4.07

Summary of characteristics:

- Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries
- Large detached plots set back from the road with grass verges
- Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.
- Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness landscaping and established verdant soft landscaping.

RASC: Pilgrims Way and Beech Road, and Manor Road, Reigate**Area (ha):** 27.36**Average dwelling density (dph):** 4.57**Number of plots per hectare:** 3.94**Summary of characteristics:**

- Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries
- Large detached plots set back from the road with grass verges
- Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.
- Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.
- Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness and established verdant soft landscaping.

RASC: Nursery Road and Hurst Green, Walton-on-the-Hill**Area (ha):** 42.62**Average dwelling density (dph):** 4.76**Number of plots per hectare:** 3.72**Summary of characteristics:**

- Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries.
- Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, with verdant soft landscaping including hedges and established trees.
- Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.
- Some infilling and redevelopment is consistent with the surrounding area. Landscaping and established verdant soft landscaping still dominates the street scene and landscape character.

RASC: The Avenue (extended to include the top section of Downs Way that adjoins the Avenue, and up to Avenue Close), Tadworth

Area (ha): 9.95

Average dwelling density (dph): 6.13

Number of plots per hectare: 4.52

Summary of characteristics:

- Plots and housing density figures do not include extended area of The Avenue RASC (to include Downs Way and adjoin section of The Avenue currently not in the RASC boundary).
- Homogenous area consisting of large plots and curtilages
- Dwellings set within large spacious plots and curtilages with mature gardens and verdant soft, leafy landscaping including mature trees, shrubs and hedges around plots and their setting and along boundaries with some small wooden fencing and low brick/stone walls
- Low footprint density developments consists of large detached plots which are generally set back from the road separated by large grass verges, hedges and established trees.
- Character of the extended area is relatively unchanged and has similar characteristics to other parts of The Avenue which have been designated as a RASC for some years.
- Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.
- Some infilling within existing RASC boundary along The Avenue. Consistent with surrounding dwellings with similar size curtilages, landscaping and mature vegetation and tree cover.

RASC: Walpole Avenue (extended to include Cousdon Lane, High Road, and part of Starrock Lane), Chipstead

Area (ha): 30.82

Average dwelling density (dph): 2.11

Number of plots per hectare: 1.52

Summary of characteristics:

- Dwellings set within large curtilages with mature gardens, trees, hedges around each individual plots and their setting and along boundaries with some small wooden fencing and low brick/stone walls correspondence
- Large and spacious detached plots which are generally set back from the road with mature verdant soft landscaping
- Character of the area newly designated as RASC has similar characteristics to those areas originally designated as RASC at Walpole Avenue,.
- Low footprint density character provides a gradual transition between the built up environment and the surrounding countryside.
- Individual detached dwellings dating mainly from the early 20th Century with identifiable characters which relate to the local distinctiveness of the local area
- Very little infilling and redevelopment is consistent with the surrounding area with similar sized curtilages and mature verdant soft landscaping. Retains existing character and setting of the surrounding area including the RASC at Walpole Avenue.

RASC: Kingswood Warren and The Glade (extended to include Glen Close), Chipstead

Area (ha): 182.3

Average dwelling density (dph): 3.93

Number of plots per hectare: 3.77

Summary of characteristics:

- Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries.
- Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.
- Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.
- Some infilling and redevelopment within the RASC, largely consistent and in keeping with the character of the RASC

RASC: Court Hill, Chipstead

Area (ha): 4.43

Average dwelling density (dph): 4.51

Number of plots per hectare: 4.51

Summary of characteristics:

- Large detached plots set back from the road with grass verges.
- Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries.
- Individual detached dwellings dating mainly from the 1900, with an identifiable character which relates to the area's local distinctiveness. The surrounding area (Chipstead Way) is dominated by 1930s style dwellings and is more suburban with higher density and smaller plots and curtilages.
- The RASC excludes lower section of Outwood Lane frontage which has higher density buildings and smaller plots and curtilages.
- Infilling and re-development on Outwood Road has altered the character. The curtilage and plots are smaller. This part has been excluded from the proposed RASC boundary.
- Highfield is excluded from the RASC, as while it does have the spacious plots and some large curtilages, it is dominated by concrete car parking frontages. The landscape lacks leafiness of Court Hill. The plots follow the layout of the cul-de-sac and become more compact around the turn point similar to the lower section of Court Hill which has been excluded from the RASC.

RASC: Hollymead Road, Bouverie Road, Coulsdon Lane and How Lane, Chipstead

Area (ha): 24.87

Average dwelling density (dph): 4.66

Number of plots per hectare: 4.50

Summary of characteristics:

- Individual detached dwellings dating mainly from the early 20th Century with an identifiable character which relates to the local distinctiveness of the area
- Single footprint dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and along boundaries with some small wooden fencing and low brick/stone walls
- Character is relatively unchanged outside of the RASC designation and has similar characteristics to existing RASC at Walpole Avenue, therefore should be included in proposed RASC boundary extension.
- Low footprint density character provides a gradual transition between the built up environment and the surrounding countryside. Leafy landscape dominates the setting
- Very little infilling and redevelopment is consistent with the surrounding area with similar sized curtilages, landscaping and established verdant soft landscaping. Retains existing character and setting of the surrounding area including the existing RASC at Walpole Avenue.

RASC: Alcocks Lane and Waterhouse Lane, Kingswood

Area (ha): 3.76

Average dwelling density (dph): 29.5

Number of plots per hectare: 23.9

Summary of characteristics:

- Dwellings set within large spacious detached plots and curtilages with mature gardens and leafy landscapes including mature trees, shrubs and hedges around individual plots and their settings and along boundaries with some small wooden fencing and low brick/stone walls.
- Individual detached dwellings dating mainly from the early 20th Century with an identifiable character which relates to the local distinctiveness of the area
- Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.
- Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.
- Some infilling and redevelopment is consistent with the surrounding area. A small section around Long Orchard has been left out of the RASC as the flats are not of same character as RASC.

RASC: Copthill Lane and Furze Hill, Kingswood

Area (ha): 5.02

Average dwelling density (dph): 5.18

Number of plots per hectare: 5.18

Summary of characteristics:

- Dwellings set within large spacious detached plots and curtilages with mature gardens and leafy landscapes including mature trees, shrubs and hedges around individual plots and their settings and along boundaries with some small wooden fencing and low brick/stone walls.
- Individual detached dwellings dating mainly from the early 20th Century with an identifiable character which relates to the local distinctiveness of the area
- Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.
- Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.
- Some infilling and redevelopment is consistent with the surrounding area. A small section around Long Orchard has been left out of the RASC as the flats are not of the same character as the RASC.

RASC: Tadorne Road, Tadworth

Area (ha): 2.4

Average dwelling density (dph): 6.7

Number of plots per hectare: 5.8

Summary of characteristics:

- Dwellings set within large spacious detached plots and curtilages with mature and leafy landscapes including mature trees, shrubs and hedges around individual plots, their settings and along boundaries with some small wooden fencing and low brick/stone walls.
- Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.
- Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.
- The lower section of Tadorne Road adjoining Shelveys Way is predominately 1930s style suburban housing with higher densities and smaller plots and curtilages, therefore it has been omitted from the RASC.
- Infilling and re-development on Outwood Road has altered the character. The curtilage and plots are smaller. This part has been excluded from the proposed RASC boundary.

RASC: Seale Hill, Reigate

Area (ha): 2.4

Average dwelling density (dph): 6.7

Number of plots per hectare: 5.8

Summary of characteristics:

- Seale Hill is a wide road with large houses set back from the road on single plots. It has abundant mature green vegetation and trees.
- Buildings are set back and have distinctive boundary treatments.

Annex 6: Infrastructure delivery schedule

Infrastructure Schedule 2018-2027

This Schedule sets out the key infrastructure needed to support the delivery of the development set out in the Development Management Plan (DMP) from 2018 to 2027. The Schedule includes infrastructure schemes to support and to mitigate cumulative impacts of small-scale developments across the borough, as well as infrastructure needed to support specific sites. It does not include all infrastructure that will be provided or enhanced within the borough. Further detail on broader infrastructure upgrades and expansions, not specifically required to support the DMP is provided within the Infrastructure Delivery Plan.






This schedule has been produced in liaison with infrastructure providers active within the borough, including Surrey County Council, Highways England, Network Rail, the National Health Service Commissioning Board and Clinical Commissioning Groups, and utility companies. Officers continue to work with Surrey County Council regarding highways mitigation schemes, and other infrastructure providers. The Infrastructure Schedule may be updated as more detail becomes available regarding the infrastructure projects, including details from infrastructure providers' investment plans.

The Council will use its CIL funds (from developers) to help provide and improve infrastructure to mitigate the cumulative impact of, and to support development across the borough. This will supplement public funding provided from the Coast to Capital Local Enterprise Partnership (LEP), Education and Skills Funding Agency (EFSA), the Environment Agency (EA), Highways England, and Surrey County Council (SCC) as the local education authority and the highway authority for the borough's local road network.

Section 106 planning obligations and Section 278 highways agreements will continue to be used to secure and fund infrastructure needed to support specific developments, including on-site public open space and play provision, private cultural leisure and sports facilities, as well as other site-specific infrastructure relating to Horley North West Sector.

The Council's Community Infrastructure Levy (CIL) Regulation 123 Infrastructure List sets out the Council's intentions for use of CIL and S106 to fund and provide infrastructure, to be replaced from 2020 by its annual Infrastructure Funding Statement.

Key to Infrastructure Project:

-  Horley infrastructure (including remaining NW sector infrastructure to be delivered)
-  Merstham infrastructure (including Regeneration Area)
-  Preston infrastructure (including Regeneration Area)
-  Redhill infrastructure (including Regeneration Area)
-  Borough-wide infrastructure (Banstead, Reigate, or spanning more than one area)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
Transport					
Strategic Road Network					
SRN1	New spur road off existing roundabout at J9a of M23, Horley	Highways England	Cost: £10,000,000 Funding Source: Developer funding; Coast to Capital LEP's Local Growth Fund £3,200,000 (subject to pp being granted and commencement by 2022) Balance funded by developer	2020-22	Need for project: Critical infrastructure to link Horley strategic employment site (Site Allocation Policy HOR9) to the strategic road network Risk: Highways England agreement of the spur road connection scheme required
SRN2	M25 J8 upgrade	Highways England	Cost: £3,000,000 indicative (likely to increase as more detailed figures become available)	2020	Need for project: Scheme to increase capacity and address the cumulative impacts of growth across the wider area. Initial scheme design works undertaken for Highways England The scheme will potentially be included within Road Investment Strategy 2 (RIS 2) which commences preparation next year RIS2 will be delivered from 2020 Risk: HE Funding for scheme

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
Local Road Network					
LRN1	Improvements to A23 junction with Horley Road with Three Arch Road and Maple Road in White Buses	Surrey County Council	<p>Cost: estimated at £4,000,000</p> <p>Funding Source: Developer funding from CIL: £370,000 Potentially as match funding for SCC's Greater Redhill Sustainable Transport Package (STP) Phase 2, proposals to Coast to Capital LEP Growth Deal 3 funding</p> <p>Developer funding from Horley NW sector S106 planning obligation is being used for feasibility studies</p>	By April 2021	<p>Need for project: The need for junction improvements stems from current limitations and the forecast increases in traffic along the A23 corridor as a result of Horley Masterplan developments, and planned housing in Redhill and Reigate</p> <p>Design work is almost complete on scheme options to provide increased capacity and sustainable transport improvements to the junction</p> <p>Any scheme should increase capacity in peak hours, reduce queues on Three Arch Road to improve the route to/from East Surrey Hospital, and improve the operation of the A23 junction with Three Arch Road/ Maple Road</p> <p>Risk: Technically challenging junction. Future match funding availability against CIL funding</p> <p>Further detail: R&B Local Committee 17 September 2017 Greater Redhill STP2 (Scheme ID1)</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
LRN2	Signalisation of the junction of the A217 (Cockshot Hill/ Dovers Green Road) with Woodhatch Road and Prices Lane	Surrey County Council	<p>Cost: £2,200,000 (is the minimum cost of a scheme for improvements to safety. If capacity improvements are included, this cost will be higher</p> <p>Funding Source: Potential to include in the Reigate Transport bid (LRN17)</p> <p>SCC's Greater Redhill Sustainable Transport Package (STP) Phase 2 bid for Coast to Capital LEP Growth Deal 3 funding</p> <p>Developer funding: S106 planning obligation funding from Horley</p> <p>NW sector to fund feasibility work providing scheme would result in increased capacity</p>		<p>Need for project: This junction is currently under review by Surrey County Council in order to improve capacity, safety and pedestrian access. The junction is operating above its capacity, and pedestrian crossing facilities need to be improved</p> <p>Design Feasibility ongoing to develop a scheme that will improve safety and improve capacity</p> <p>Work undertaken to date will inform upon the options to improve the capacity and safety at this junction in the future</p> <p>Planning applications for land at Sandcross Lane, Reigate (Site Allocation SSW2) and Hartswood Nursery and Land at Dovers Farm</p> <p>(Site Allocation SSW9), will be required to submit a site specific Transport Assessment to consider the impact of the development on the surrounding road network, and in particular on this junction</p> <p>Should it be necessary, these developments will contribute to feasibility studies and junction improvements</p> <p>Risk: Future match funding availability; physical constraints of junction</p> <p>Further detail: R&B Local Committee 18 September 2017</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
LRN3	<p>Upgrading of highway access to the development site at land off The Close and Haroldslea Drive, via The Close</p> <p>Works to include appropriate improvements to the junction with Balcombe Road</p>				Need for project: To facilitate development of SEH4 site allocation
LRN4	Improvements for emergency vehicle access and public transport from Balcombe Road to the strategic employment site at Horley (Site Allocation HOR9)	Surrey County Council/ Developer	Cost: £TBC Developer	In line with masterplan/ phasing (to be developed)	Need for project: to facilitate the delivery of HOR9 Horley employment site allocation

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
LRN5	Improvements to the junction of A23 London Road South and School Hill, Merstham	Surrey County Council	Cost: £TBC Developer	In advance of development occupation	<p>Need for project: To accommodate additional traffic from the development site allocations south of Bletchingley Road (ERM4) and at Oakley Farm, Bletchingley Road, Merstham (ERM5), without risk to safety of pedestrians</p> <p>Developers of the allocated sites land south of Bletchingley Road (ERM4) and Oakley Farm, Bletchingley Road, Merstham (ERM5) will be required to submit a site specific Transport Assessment to consider the impact of the development on the surrounding road network, and in particular on this junction</p> <p>Should it be necessary, these developments will contribute to feasibility studies and junction improvements to address the impact of additional traffic on the safety and efficiency of this road junction</p>
LRN6	Improvements to the junction of Dovers Green Road/Sandcross Lane and Slipshatch Road/Sandcross Lane.	Surrey County Council	Cost: £TBC Developer	In advance of development occupation	Need for project: To accommodate safely additional traffic from the development of site allocations: Land at Sandcross Lane, Reigate (Site Allocation SSW2) and Hartswood Nursery and land west of Castle Drive (Site Allocation SSW7)
LRN7	Improvements to the local highway network including the Dovers Green Road/Sandcross Lane junction and Slipshatch Road/Sandcross Lane junction	Surrey County Council	Cost: £TBC Developer	In advance of development occupation	Need for project: To accommodate safely additional traffic from the development of site Land at Dovers Farm (Site Allocation SSW9)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
LRN8	Wider Network Benefits Scheme	Surrey County Council	Cost: £3.75m Coast to Capital LEP; Surrey County Council	In progress	Need for project: A set of Intelligent Transport Systems (ITS) measures to help to manage Surrey's road network and respond to the challenges caused by traffic congestion. Schemes will expand and upgrade the traffic management systems on the primary road network which will help to improve traffic flow during congestion and journey time reliability
LRN9	A217 Mill Lane to Horley NW Sector (Westvale) development roundabout: Reduction of speed limit to 40 mph along with two supporting vehicle activated illuminated signs, and raised- rib edge of carriageway markings	Surrey County Council	Cost: £88,500 Funding Source: Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley Maximum total of £1,820,000 capital funding available (without match funding) from DfT for this stretch of A217	Initial bid made September 2017	Need for project: To slow traffic on this stretch of the A217 Part of a project to improve the quality and safety of the A217 between Reigate and Horley Risk: Funding dependent on success of bid to DfT
LRN10	A217 Horley NW Sector (Westvale) roundabout to Sidlow: Renewal of central white line, and replacement of existing cats-eyes with reflective road studs	Surrey County Council	Cost: £TBC Funding Source: Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley Maximum total of £1,820,000 capital funding available (without match funding) from DfT for this stretch of A217	Initial bid made September 2017	Need for project: To improve the delineation of the bends to the approaching drivers Part of a project to improve the quality and safety of the A217 between Reigate and Horley Risk: Funding dependent on success of bid to DfT

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
LRN11	<p>A217 Sidlow to Dovers Green: Introduction of 40mph signage to inform of new speed limit (to be reduced from 50mph); reduction in width of road adjacent to vehicle service garage at Sidlow bridge and use of central hatching to encourage greater compliance with the 40mph speed limit and to separate vehicle flows.</p> <p>Adjustment of kerblines to narrow the road to allow room for a crash barrier to be installed on both sides of the road in front of the Sidlow Bridge parapets.</p> <p>Renewal of central road markings, replacement of cats-eyes with reflective road studs and raised rib-edge carriageway markings</p>	Surrey County Council	<p>Cost: £TBC</p> <p>Funding Source: Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DfT for this stretch of A217</p>	Initial bid made September 2017	<p>Need for project: To help reduce the risk of injury to motorists and to improve visibility</p> <p>Risk: Funding dependent on success of bid to DfT</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
LRN12	A217 Dovers Green to junction with Woodhatch Road: Introduction of antiskid road surfacing on both approaches to Lonesome Lane to reduce the risk of skidding	Surrey County Council	<p>Cost: £TBC</p> <p>Funding Source: Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DfT for this stretch of A217</p>	Initial bid made September 2017	<p>Need for project: To help reduce the risk of injury to motorists and to improve visibility</p> <p>Risk: Funding dependent on success of bid to DfT</p>
LRN13	A217 Woodhatch Road to Park Lane East: Increase width of two central islands	Surrey County Council	<p>Cost: £TBC</p> <p>Funding Source: Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DfT for this stretch of A217</p>	Initial bid made September 2017	<p>Need for project: To provide greater protection to the right turn lanes and encourage greater compliance with the 30mph speed limit</p> <p>Risk: Funding dependent on success of bid to DfT</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
LRN14	A217 Park Lane East to Parkgate Road: Widening of pedestrian refuse island south of junction with Lynden Gardens; and replacement of pedestrian refuge with a signalised crossing	Surrey County Council	<p>Cost: £TBC</p> <p>Funding Source: Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DfT for this stretch of A217</p>	Initial bid made September 2017	<p>Need for project: To protect right turning vehicles and reduce the carriageway width to encourage greater compliance with the speed limit; and to make crossing safer for pedestrians</p> <p>Risk: Funding dependent on success of bid to DfT</p>
LRN15	A217 Lesbourne Road Toucan Crossing: extension of footway	Surrey County Council	<p>Cost: £TBC</p> <p>Funding Source: Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley Maximum total of £1,820,000 capital funding available (without match funding) from DfT for this stretch of A217</p>	Initial bid made September 2017	<p>Need for project: To provide greater space for cyclists and pedestrians; narrowing of road will encourage greater compliance with speed limit</p> <p>Risk: Funding dependent on success of bid to DfT</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
LRN16	<p>A217 Bell Street to junction with Morrisons Supermarket: provision of a pedestrian crossing facility close to Bell Street car park vehicle entrance</p> <p>Widening of footway and reduction in width of road at the Morrison Supermarket junction with Bell Street</p> <p>Feasibility investigation into introduction of pedestrian countdown signal facilities.</p>	Surrey County Council	<p>Cost: £130,500</p> <p>Funding Source: Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DfT for this stretch of A217</p>	Initial bid made September 2017	<p>Need for project: New pedestrian crossing will reduce the distance to cross the road and improve visibility between pedestrians waiting to cross and oncoming vehicles. Dropped kerbs and tactile paving will assist pedestrians with mobility impairment or using pushchairs</p> <p>Reduction of width of road for pedestrians to cross the northern arm of the junction and narrowing of road will encourage lower vehicle speeds through the junction</p> <p>Risk: Funding dependent on success of bid to DfT</p>
LRN17	Reigate Transport Package: Intelligent urban traffic systems at key junctions within Reigate town (Bell Street/High Street, Bell Street/Bancroft Road, Bancroft Road/Church Street, London Road/Castlefield Road) and variable message signage	Surrey County Council	<p>Cost: total package cost which includes a range of walking and cycling improvement schemes</p> <p>£5,000,000 (wider package)</p> <p>Funding Source: Expression of Interest made to Coast to Capital LEP for Growth Deal funding; Surrey County Council/RBBC match funding</p>	TBC	<p>Improvement of operation, performance and traffic flow at key junctions to ease congestion and reduce delays</p> <p>This project is part of a package of measures to improve connectivity within Reigate and to surrounding residential areas</p> <p>Also including investigating measures to reduce downtime and congestion resulting from Reigate level-crossing</p> <p>Risk: Further feasibility work required to scope package. Funding dependent on SCC making a successful bid to C2C LEP</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
LRN18	A217 Network Resilience Programme	Surrey County Council	Cost: £3,225,000 Funding Source: Coast to Capital LEP's Local Growth Fund = contribution of £2,700,000 Surrey County Council Capital budget £525,000	In progress	Need for project: To improve the reliability and resilience of the A217, including arising from flooding
Rail					
NR1	Capacity Improvements to Gatwick Station	Network Rail/Gatwick Airport	Cost: £TBC Source: Developer funding from development site at Horley Business Park (Site Allocation HOR9) Potential capacity improvements	In line with masterplan/phasing plan (to be developed)	Need for project: To manage additional station usage arising from HOR9 employment site Details to be confirmed through the Transport Assessment work for the site
NR2	New platform (zero) at Redhill station	Network Rail	Cost: £ Funding Source: Network Rail	2019	Need for project: Part of the works to upgrade the North Downs Line. Includes wider improvements to the North Downs Line (total cost of £30m), facilitating increased service frequency , and enable trains with more carriages to run on the Thameslink service to London Bridge, as part of works on a North Downs Line upgrade Prior Approval (No objection 29/06/16, and materials approved); work underway

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
NR3	<p>Epsom and Banstead Sustainable Transport Package (STP)</p> <p>Improvements to link the surrounding area to Banstead Railway station to encourage greater use of the trains, including cycle stands and CCTV</p>	Surrey County Council	<p>Cost: Potentially £100,000</p> <p>Total package costs is £4,840,000 , which includes a bus, walking and cycling improvement measures</p> <p>Funding: Coast to Capital LEP Growth Deal funding of £3,600,000 for the total STP package</p> <p>£1,240,000 SCC/private sector funding for the total STP package</p>	By March 2020	<p>Need for project: A programme of schemes aimed at making it easier and safer to travel by sustainable modes between Epsom, Banstead, Nork, Burgh Heath and the Preston estate, including improvements to Banstead railway station</p> <p>Risk: Funding dependent on success of bid to C2C</p>
Bus					
BT1	<p>Extension of the bus service to serve development at land off The Close and Haroldslea Drive, and new bus infrastructure passenger facilities (e.g. bus stops) on Balcombe Road, Horley</p>	Surrey County Council	<p>Cost: £25,000 Developer funding from S106 planning obligations</p>	In advance of development occupation	<p>Need for project: To support development of land off The Close and Haroldslea Drive (Site Allocation SEH4)</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
BT2	Improvements to bus infrastructure passenger facilities (e.g. bus stops) on Bletchingley Road as required to support development of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4)	Surrey County Council	Cost: £25,000 Developer funding from S106 planning obligations	In advance of development occupation	Need for project: To support the development of land south of Bletchingley Road (Site Allocation ERM4) and land at Oakley Farm, off Bletchingley Road (Site Allocation ERM5)
BT3	Improved bus services and facilities to serve De Burgh housing development site	Surrey County Council	<p>Cost: £602,000</p> <p>Funding: Developers CIL: £340,000 and S106 planning obligation: £262,000</p> <p>Also included as part of SCC's "Epsom and Banstead Sustainable Transport Project" (STP) outline business case proposal to Coast to Capital for Growth Deal funding</p>	By March 2020	<p>Need for project: For improved bus links to employment, leisure, shopping, healthcare and other services in Redhill, Reigate, Horley, Gatwick and Crawley</p> <p>Risk: Availability of match funding</p> <p>Further detail: Meeting of RBBC Executive 13 July 2017; Exec Min No. 18</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
BT4	Reigate and Redhill Quality Bus Partnership - Bus corridor improvements on the A23 corridor (bus routes 100,400, 420/460, 424, and 430/435). Improvements to include quality bus stop waiting areas, passenger facilities, passenger information, and step-free access onto buses	Surrey County Council with Reigate & Banstead Borough Council, Metrobus, Southdown & London Buses Post-delivery scheme maintenance costs will be absorbed by SCC	Cost: £4,900,000 Funding: Coast to Capital LEP Growth Deal 3 bid for £4,160,000 Remaining match funding via s106, CIL, bus providers	April 2022	Need for project: Part of a package, coordinated by Surrey County Council, that would include a range of measures to make bus use easier and more attractive to local residents along key transport corridors CIL funding to cover 5% of costs and one-third of the 15% local match funding required to secure Coast to Capital Growth Deal 3 bid to be made by SCC Risks: Main risk to deliverability is the availability of funding, which is dependent on a CIL allocation and a successful bid for Growth Deal 3 funding
BT5	Extension to the bus service and new bus infrastructure/passenger facilities on Nutfield Road, Redhill as requirement to support development of the land at Hillsbrow site, Redhill (Site Allocation Policy ERM1), and Land west of Copyhold Works and Former Copyhold Works (Site Allocation Policy ERM2/ERM3)	Surrey County Council	Cost: £25,000 Developers	In advance of development occupation	Need for project: To support the development of land north and south of A25, Redhill (Site Allocation ERM1 and Site Allocation ERM2/3)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
BT6	Improvements to existing bus infrastructure/ passenger facilities in and around Sandcross Lane, Reigate and measures to maximise the accessibility of routes/services to new and existing residents from development at land at Sandcross Lane, Reigate (Site Allocation SSW2)	Surrey County Council	Cost: £25,000 Developers	In advance of development occupation	Need for project: To support the development of land at Sandcross Lane, Reigate (Site Allocation SSW2)
BT7	Improvements to existing bus infrastructure/ passenger facilities in and around Dovers Green Road, Reigate to serve development at land at Dovers Farm (Site Allocation SSW9)	Surrey County Council	Cost: £25,000 Developers	In advance of development occupation	Need for project: To support the development of land at Dovers Farm (Site Allocation SSW9)
BT8	Epsom and Banstead Sustainable Transport Package (STP)	Surrey County Council/bus providers	Cost: £4,840,000 (total STP package) Funding: Coast to Capital LEP Growth Deal funding of £3,600,000 for the total STP package £1,240,000 SCC/private sector funding for the total STP package	By March 2020	Need for project: A programme of schemes aimed at making it easier and safer to travel by sustainable (including by bus) means between Epsom, Banstead, Nork, Burgh Heath and the Preston estate Risks: Main risk to deliverability is the availability of funding, which is dependent on a CIL allocation and a successful bid for Growth Deal 3 funding Further detail: September 2017 Reigate Local Committee

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
Active transport: cycle and pedestrian facilities					
CP1	Upgrading of pedestrian/cycle route (FP409) which runs through the development site at land at Bonehurst Road, Horley (Site Allocation NWH2)	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of land at Bonehurst Road, Horley (Site Allocation NWH2)
CP2	Improvement and extension of pedestrian footways on The Close (from Development Site Allocation SEH4), and pedestrian and cycle infrastructure links to Horley town centre	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of land at The Close, Horley (Site Allocation SEH4)
CP3	Widened shared use cycle path along length of Horley Row	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of land at Chequers Hotel (HOR8)
CP4	Provision of toucans on all outstanding arms of Chequers Roundabout	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of land at Chequers Hotel (HOR8)
CP5	Suitable cycle facility along Oakwood Road/Yattendon Road to connect to Horley town centre	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of land at Chequers Hotel (HOR8) and 39-49 High Street (HOR2)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
CP6	Suitable cycle facility along Lumley Road	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of 39-49 High Street (HOR2)
CP7	Cycle friendly traffic measures along Victoria Road	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of Horley Library (HOR5), Telephone Exchange (HOR7), Royal Mail (HOR4)
CP8	Widened shared-use cycle path along A23 from Cross Oak Lane to Chequers roundabout	Surrey County Council		March 2021	Need for project: To support the development of land at Bonehurst Road (NHW2)
CP9	Improvements to the High Street to Station Road subway and/or footbridge to enable cycling and prevent flooding in subway	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development High Street Car Park (HOR 1)
CP10	Improvements to pedestrian and cycle infrastructure links between the Horley Strategic Employment development site (Site Allocation HOR9) and Gatwick train station, and the Horley Strategic Employment development site (Site Allocation HOR9) and Horley Town Centre	Surrey County Council		In line with masterplan/ phasing plan (to be developed)	Need for project: To encourage modal shift to help support travel to/from the Horley Strategic Employment site allocation by non-car means

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
CP11	<p>Improvement of existing and extension of pedestrian and cycle infrastructure, in the Bletchingley Road, Merstham area.</p> <p>To include:</p> <ul style="list-style-type: none"> • pedestrian and cycle infrastructure through the development sites of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4) and Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5) and beyond, to include: • new footways on Bletchingley Road • Continuation of traffic calming measures from Radstock Way to new development areas • upgrading of off-carriageway pedestrian (including FP93) and cycle routes to Merstham station and to nearby local centres 	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support development of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4) and Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
CP12	Significant upgrade of the existing bridleway (BW119) through the development site of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4)	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4)
CP13	Significant upgrade of the existing footpath (FP168) through the development site of Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5)	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5)
CP14	High quality shared use foot/cycle path along A23 through Merstham	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of Depot & Bellway House (RED2)
CP15	A240 shared footway and cycleway, Preston	Surrey County Council		By 2020	Need for project: To ensure that residents within the Preston regeneration area have access to safe sustainable walking and cycling options £5,000 being used for design work Further details: Meeting of RBBC Executive 13 July 2017; Exec Min No.18 This part scheme C6 in the C2C LEP bid for Local Growth Fund, did not get LEP funding in the 2017 bid

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
CP16	<p>Greater Redhill Sustainable Transport Package (STP) Phase 2</p> <p>Delivery of cycle and pedestrian improvements including improving and widening off-road cycle paths including sections of the National Cycle Route 21 Redhill to Horley</p> <p>Improvements to Horley cycle and pedestrian infrastructure linkages between the new neighbourhoods of NE and NW Horley and Horley town centre, incorporating links to green open space</p>	<p>Surrey County Council with Reigate and Banstead Borough Council</p> <p>Post-delivery scheme maintenance costs will be absorbed by SCC</p>		2021-2027	<p>Need for project: The need for the schemes stems from current limitations and the forecast increases in traffic along the A23 corridor, as a result of Horley Masterplan developments, and planned housing in Redhill and Reigate</p> <p>Phase 2 proposals focus on walking, cycling and junction improvements between towns and employment centres along the A23 corridor and National Cycle Route (NCR) 21. A key emphasis is to improve links between Merstham, Redhill and Reigate; and to develop routes through to Horley</p> <p>CIL proposed as a local contribution for a Coast to Capital LEP Growth Deal 3 bid by SCC</p> <p>The local contribution required is 15%, with 85% met by the Coat to Capital LEP if the application is successful</p> <p>Risks: Main risk to delivery is funding dependent on a CIL allocation and a successful bid for Growth Deal 3 funding</p>
CP17	<p>Enhancement of the footpath (FP530) adjacent to Redstone Hollow as requirement for development of the land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)</p>	<p>Surrey County Council</p>	<p>Cost: £25,000 Developer</p>	<p>In advance of development occupation</p>	<p>Need for project: To support the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
CP18	Widening of footway on A23 to create shared use foot/cycle track north of Redhill	Surrey County Council			Need for project: To support the development of Colebrook (RTC4), Royal Mail (RTC3) and other Redhill town centre developments
CP19	Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road with safe crossing points to access the footpath (upgrade to bridleway/ create cycle track) adjacent to Redstone Park (FP102) as requirement for development of the land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)
CP20	Improvement and extension of pedestrian and cycle facilities on Dovers Green Road and Lonesome Lane and upgrading of the existing bridleway (BW61) through the development site of Land at Dovers Farm, Woodhatch, Reigate	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)
CP21	Off-road cycle route along Prices Lane	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of land at Sandcross Lane (SSW2)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
CP22	Epsom and Banstead Sustainable Transport Package (STP)	Surrey County Council		March 2020	Need for project: A programme of schemes aimed at making it easier and safer to walk and cycle between Epsom, Banstead, Nork, Burgh Heath and the Preston estate Risk: Funding from CtoC still needs to be secured
CP23	Cycle and Pedestrian Improvements under the Reigate Transport Package for Reigate Road from the town centre southwards to Woodhatch Road/Prices Road junction	Surrey County Council		TBC	Need for the project: To improve connectivity within the town centre and reduce congestion Package of measures to improving the operation of key junctions and road links Risks: Further feasibility work required; availability of CtoC LEP funding
CP24	Reigate Transport Package: Creation of off-carriageway cycle route within the town linking to Reigate station and Woodhatch junction (avoiding Cockshot Hill)	Surrey County Council		TBC	Need for project: Improvements to walking and cycling infrastructure to provide a safer and more pleasant alternative for cyclists and pedestrians, with aim of reducing car use and road congestion Risks: Further feasibility work required; availability of C2C funding
CP25	Reigate Transport Package: Creation of an off- carriageway cycle route within the town linking to Reigate station (via Castlefield Road/ Tunnel Road) and existing routes east towards Redhill	Surrey County Council		TBC	Need for project: Improvements to walking and cycling infrastructure to provide a safer and more pleasant alternative for cyclists and pedestrians, with aim of reducing car use and road congestion Risks: Further feasibility

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
CP26	Cycle route on east side of A217 in Banstead	Surrey County Council	Cost: £25,000 Developer	In advance of development occupation	Need for project: To support the development of The Horseshoe (BAN2)
Utilities					
Water supply					
WS1	Reinforcement at Meath Green Lane, North West Horley (3,000m length) Reinforcement of existing 3" cast iron main to 250mm ductile iron (DI)	Sutton and East Surrey Water	Cost: Approximately £1,250,000 Developer	As part of scheme delivery; from 2017	Need for the project: The reinforcement of the 3-inch cast iron main is required as a result of the Horley NW Sector (Westvale) development, and to service North West Horley Site Allocation NWH1 Reinforcement already required The resilience of supply to the Horley and Gatwick area has informed the proposed design
WS2	Reinforcement at Bletchingley Road, Merstham (600m length)	Sutton and East Surrey Water	Cost: Approximately £250,000 Developer	As part of scheme delivery	Need for the project: Replacement of existing 3" cast iron (CI) main with 125mm polyethylene (PE) Required to provide adequate pressure and flow to provide for development in Merstham at Site Allocation sites ERM4, and ERM5

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
WS3	<p>Reinforcement at Nutfield Road, East Redhill (750m length)</p> <p>A new connection to the main network will be required</p> <p>It is likely that new district meters (DMs) and pressure reducing valves (PRVs) will also be necessary</p>	Sutton and East Surrey Water	<p>Cost: Approximately £300,000</p> <p>Developer</p>	As part of scheme delivery	<p>Need for the project: Network reinforcement required to ensure future resilience for Redhill town centre</p> <p>A new connection to the trunk main will be required to provide adequate pressure and flow for development in East Redhill at Site Allocation sites ERM1, ERM2 and ERM3</p> <p>It is likely that new district meters (DMs) and pressure reducing valves (PRVs) will also be necessary</p> <p>The equivalent of a 180mm reinforcement will be required</p> <p>Detail to be confirmed with design of development scheme</p>
WS4	Reinforcement at Dovers Green Road, South West Reigate (720m length)	Sutton and East Surrey Water	<p>Cost: Approximately £290,000</p> <p>Developer</p>	As part of scheme delivery	<p>Need for the project: Reinforcement of existing 4 inch cast iron main. Required to provide adequate pressure and flow to provide for (cumulative) development in South West Reigate at Site Allocations SSW7 and SSW9</p>
WS5	Reinforcement at Sandcross Lane (375m) and Prices Lane (620m), South West Reigate	Sutton and East Surrey Water	<p>Cost: Approximately £400,000</p> <p>Developer</p>	As part of scheme delivery	<p>Need for the project: Replacement of existing 3 inch cast iron main with 125mm polyethylene (PE)</p> <p>Detail depends on location of proposed connection</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
Wastewater/sewage connections and treatment					
	None identified				
Gas and electricity supply and distribution					
	None identified				
Education					
Early Years Education					
EYE1	Early years provision by the Local Education Authority or other suitable provider of Early Years Education at Horley North West Sector (Westvale)	SCC/other provider	Cost: £259,524 financial contribution towards local early years provision Source: Developer	In line with s106 agreement	Need for project: To provide for the early years education needs arising from Horley NW sector (Westvale) development

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
Primary Education					
PE1	New 2FE Primary Free School at North West Sector (Westvale) Horley	Surrey County Council seeking Free School Sponsors to run school	<p>Cost: Approximately £7,200,000</p> <p>A serviced site of 1.87ha to be provided at nil cost to Surrey County Council (as Local Education Authority) and 0.66ha of playing pitches</p> <p>Funding Source: Developers of Horley North West Sector (Westvale) to provide serviced site of 1.8ha at nil cost and 0.66ha playing fields; or £4,152,381 for alternative acquisition of land and construction</p> <p>Education Funding Agency Basic Need Funding SCC capital funding</p>	September 2020	<p>Need for project: To serve the new population at the Horley North West Sector (Westvale) development and the surrounding area</p> <p>Playing pitches to serve school children during school hours and the wider community outside of school hours</p>
PE2	<p>Hatchlands Primary School, Redhill</p> <p>New 2FE Free primary school, to open in Sept 2018</p> <p>60 places per year (420 total capacity)</p>	Potentially by Multi Academy Partnership	<p>Cost: Approximately £4,000,000</p> <p>Education Funding Agency Free School Programme</p>	September 2018	<p>Need for project: To serve natural population growth and new residents of planned development in Redhill and Reigate</p> <p>Conversion of the former Redhill Magistrate's Court</p>

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
PE3	New 2FE primary school as part of the Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2/ERM3)	Academy (potentially delivered as a free school)	Cost: approximately £7,200,000 to build Developer to make available serviced land for a 2FE free school (1.5ha) as its Community Infrastructure Levy Payment in Kind (up to the equivalent value of its CIL liability).	September 2022/23	Need for project: Likely to be needed to meet the primary education needs arising from planned housing in the school place planning area of Merstham/Redhill/Reigate In accordance with the site allocation policy, the need for a new 2FE primary school to serve this primary school planning area will be re-tested before planning permission is granted
Secondary Education					
SE1	Oakwood Secondary School, Horley: expansion from 8FE to 10 FE	SCC/Future Academy provider	Cost: £1,800,000 Funding Sources: Education Funding Agency Basic Need Funding SCC Capital funding CIL: part of £500,000 to be shared with expanding Warwick School, Redhill; and St Bede's, Redhill SCC capital funding	1FE increase in Sept 2018 and a further 1FE in Sept 2019	Need for project: To expand to a total of 10FE (from current 8FE), i.e. a total increase of 60 children in each school year Includes provision of a consolidated Special Educational Needs (SEN) base Further detail: SCC School Organisation Plan December 2016 www.surreycc.gov.uk/schools-and-learning/schools/directory-of-surrey-schools/new-schools-opening-in-surrey

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
SE2	Merstham Park School, Merstham New 6 FE Free Secondary School (with space to expand to 9FE)	GLF Multi-Academy Trust	Cost: approximately £19,500,000 Education Funding Agency Free School Programme: £19,500,000	September 2018	Need for project: New school co-educational school (ages 11-16) to serve pupils living in Merstham, Redhill and Reigate Further detail: SCC School Organisation Plan December 2016 www.surreycc.gov.uk/schools-and-learning/schools/directory-of-surrey-schools/new-schools-opening-in-surrey
SE3	Warwick School, Redhill: expansion from 6 FE to 7FE	Warwick Academy/ Surrey County Council	Cost: £710,000 Funding Sources: Education Funding Agency: Basic Needs Funding: Education Funding Agency PSBP2 Funding CIL: part of £500,000 to be shared with expanding St Bede's, Redhill; and Oakwood School, Horley SCC capital funding	September 2019	Need for project: Would create an additional 30 school places in each school year group To help to accommodate increased need within the Reigate and Redhill Secondary School Planning Area from a rise in birth rate and house building and migration within the area

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
SE4	St Bede's Secondary School, Redhill Expansion by 2FE	Surrey County Council	Cost: £6,770,000 Funding Sources: Education Funding Agency Basic Need Funding CIL: part of £500,000 to be shared with expanding St Bede's, Redhill; and Oakwood School, Horley	September 2019	Need for project: Would create an additional 60 school places in each school year group To help to accommodate increased need within the Reigate and Redhill Secondary School Planning Area from a rise in birth rate and house building and migration within the area Expanding from a 9 Form Entry (1,350 places plus Sixth Form) secondary to an 11 Form Entry (1,650 places plus Sixth Form) secondary providing an additional 300 places
SE5	Expansion of existing secondary schools in Horley		Cost: £4,490,000 Funding Sources: Developer funding through S106 planning obligation of £4,490,000	Likely from 2022	Need for project: NW Sector Horley (Westvale) S106 planning obligation financial contribution to be used for the adaptation of existing unsuitable places or temporary places and/or the provision of new additional places at schools reasonably accessible to pupils in Horley Payment is due before occupation of 750 dwellings (potentially about 2022)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
Health and Community					
Primary Care: Medical Centres/GPs surgeries					
PC1	Provision of additional primary and community health capacity at North West Horley (Westvale) development	A commercial or public/private partnership	Cost: approximately £1.48m Funding source: Developer	In line with S106 agreement	<p>Need for project: Land reserved by the planning obligation/S106 (ref. 04/02120/OUT) for a serviced site for a new medical centre of 1,000sqm in the Neighbourhood Centre and to offer the serviced site on commercial terms to a commercial partner to deliver it</p> <p>Contingency: If there proves to be no commercial interest in the site, and/or NHS England and ES CCG decides not to commission a new surgery on the Horley NW sector (Westvale) reserved "medical centre" site, additional patients would need to be accommodated in existing medical centres through commissioning of extensions. This could potentially be through expansion of Wayside Medical Centre or Birchwood Medical Centre, and/or a new medical centre at the Beechcroft Centre NHS site, all of which are in Horley town centre (both East Surrey CCG), or Clerksons Surgery in Vicarage Lane, Horley (Crawley CCG)</p> <p>See Infrastructure Delivery Plan 2017 for further detail regarding commissioning of new primary care medical centres/surgeries</p>
PC2	Tattenham Health Centre additional consulting and training room in a modular building	Tattenham Health Centre GPs Practice	Cost: £51,700 Funding source: CIL: £51,700	By April 2018	Need for project: To assist with the expansion of the practice from a practice list size of 6,500 patients to 7,000

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
PC3	Extension to Greystone House Surgery, Redhill	GP Practice	Cost: approximately £738,261 Funding Source: NHS England - South (South East)	TBC	Need for project: Extension to surgery to provide four additional consultation rooms (2FTE GPs), and additional new clinical and ancillary rooms This extension will assist with the expansion of the patient list from approximately 6,000 to 6,500-7,000) to accommodate some of the patient register from the former South Park surgery, Reigate (closed September), and to meet future population needs (including from new developments), including an increasing elderly population Risk: Planning application at appeal. Potential that planning permission for the extension is not granted
PC4	Provision of serviced land on the development site at land at Sandcross Lane, Reigate (Site Allocation SSW2) to accommodate a new primary care health facility close to existing community facilities	A commercial or public/private partnership	Cost: Building Cost: Approximately £1,480,000 Funding Source: Developer to provide the serviced land as CIL payment in kind NHS England - South (South East); potentially involving a Local Improvement Finance Trust (LIFT) partner	To be agreed	Need for project: To provide for the medical needs of the growing population (due to natural growth and new development) within the south and west of Reigate Contingency: If there proves to be no commercial interest in the site, and/or NHS England and ES CCG confirm that they will not to commission a new surgery on this site, an additional GP could be needed at Wall House surgery See Infrastructure Delivery Plan 2017 for further detail regarding commissioning of new medical centres/surgeries

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
Acute Medical Care					
	None identified				
Community Facilities					
CF1	Redhill Library refurbishment	Surrey County Council	Cost: £350,000 Funding Source: CIL: £308,000 SCC Library Service budgets: £42,000	By April 2019	Need for project: Needed to modernise to increase use and capacity; includes provision of two new meeting room pods
CF2	Community use (potentially adult social care centre) as part of the Colebrook site, Noke Drive, Redhill (Site Allocation Policy RTC2)	Developer and/or Surrey County Council	Cost: TBC Funding source: Surrey County Council	TBC	Need for project: To secure continued and improved community service provision in Redhill
CF3	Preston Regeneration Programme, Preston Estate, Tadworth: Tadworth Leisure and Community Centre, Preston Park, and improvements to local infrastructure and public realm	Reigate & Banstead Borough Council	Cost: £13,032,545 CIL: £322,671 (to partreimburse RBBC capitalforward-funding)	CIL spending by 2020 (some projects already delivered)	Need for project: To avoid delay of key regeneration projects including the Leisure and Community Centre and Preston Park, RBBC agreed to provide £175,671 of forward funding in advance of CIL receipts. A further £147,000 CIL funding will enable completion of outstanding regeneration works
CF4	Banstead Library redevelopment as part of the Horseshoe site, Banstead (Site Allocation Policy BAN2)	Surrey County Council	Cost: £TBC Community use re-provision to be part-funded by housing development on part of the wider (BAN2) site	By 2023	Need for project: As part of the Site Allocation Site BAN2 The Horseshoe, to secure continued and improved community service provision in Banstead

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
Emergency Services					
ES1	"Blue Light Hub", Banstead	South East Coast Ambulance Service (SECamb), and Surrey Fire and Rescue	Cost: £4-5,000,000 Funding Source: CIL: £500,000 SECamb; Surrey County Council	By April 2022	Need for project: Co-location of emergency services improving service standards and efficiency Risks: Availability of public sector funding
Flood Mitigation					
FM1	Burstow Stream Flood Alleviation Scheme, South East and North Horley	Environment Agency with Surrey County Council as Lead Local Flood Authority (LLFA), with Reigate & Banstead Borough Council (RBBC) Surrey Wildlife Trust, and South East Rivers Trust	Cost: £3,600,000 Funding Source: CIL: £500,000 Defra Grant in Aid EA Local Levy Potential for Horley Masterplan S106 obligation to contribute to this project	In two construction Phases, phase 2 to be completed by April 2021	Need for project: To reducing flood risk from fluvial flooding and surface water flooding, in South East and North Horley Currently at appraisal stage Project cost and options are based on the findings of the EA's Middle Mole High Level Options report Part of Surrey County Council's Integrated Works Programme Risks: The EA has identified scheme funding in its 6-year programme, but a local contribution of up to £550,000 is required to secure this resource. Burstow Catchment Flood Risk Management Plan

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
FM2	Measures to address and attenuate surface water flooding (to include a comprehensive system of Sustainable Urban Drainage Systems/SUDs and protection of the network of ditches within the site) as part of the development of Land at Boneshurst Road, Horley (Site Allocation NWH2)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To support the development of Land at Bonehurst Road, Horley (Site Allocation NWH2)
FM3	Measures to address and attenuate surface water flooding as part of the development of Land south of Bletchingley Road, Merstham (Site Allocation ERM4)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To support the development of Land south of Bletchingley Road, Merstham (Site Allocation ERM4)
FM4	Measures to address and attenuate surface water flooding (to include a comprehensive system of Sustainable Urban Drainage Systems/SUDs) as part of the development of Oakley Farm, Bletchingley Road, Merstham (Site Allocation ERM5)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To support the development of Oakley Farm, Bletchingley Road, Merstham (Site Allocation ERM5)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
FM5	Incorporate SUDS (flood mitigation ponds) into design of new development at the De Burgh development site, Tadworth (ref: 16/02949/F)	Developer, Surrey County Council, Reigate & Banstead Borough Council	Cost: £TBC Developer	As part of scheme delivery	Need for project: To support scheme delivery Further information: Planning permission (ref: 16/02949/F)
FM6	A23 resilience project: To mitigate flooding to the A23 corridor between Redhill town centre and Horley	Surrey County Council	Cost: £5,000,000 Funding Source: Coast to Capital LEP funding, business case being finalised Surrey County Council: Developer Contributions:	Start works March 2018	Need for project: Group of schemes to carry out repairs and local improvements to the drainage system on the A23 between Redhill and Horley, to include carriageway resurfacing (approximately 4km). These schemes are currently at the design stage Further information: R&B Local Committee Report Sept 2017 (Item 9)
FM7	Redhill Flood Alleviation Scheme: Particularly Redhill town centre, Memorial Park, Frenches Road and A23 London Road near Colesmead	The Environment Agency with Surrey County Council	Cost: £1,382,000 Funding Source: Developer contributions CIL: £250,000	From 2021	Flood risk management and defence scheme to protect commercial town centre and residential community of Redhill from surface water flooding Currently at appraisal stage Part of Surrey County Council's Integrated Works Programme Options to resolve issues relating to culvert blockages, surcharging of manhole covers, local topography and ponding

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
FM8	A217 Network Resilience Programme, including A217 LEP project: M25 Junction 8 up to and including Babylon Lane roundabout (vegetation clearance, siding out, CCTV surveys, repair works, improvements to drainage system and resurfacing)	Surrey County Council	Cost: M25 J8 to Babylon Rd = £1,100,000 Funding Source: Coast to Capital LEP's Local Growth Fund = contribution of £2,700,000 Surrey County Council Capital Budget = TBC	In progress	Need for project: To improve the reliability and resilience of the A217, including arising from flooding
FM9	Reigate (Town Centre) Flood Alleviation Scheme	Surrey County Council	Cost: £5,000 for options appraisal TBC dependent on option identified Funding Source: Environment Agency's Flood Defence Grant in Aid (FDGiA)	TBC	Need for project: To address flood risk within the town centre (identified by modelling, and the historic 2013/14 flood event) Part of Surrey County Council's Integrated Works Programme
FM10	South Earlswood: to mitigate flood risk (modelled and historic 2013/14 flood event)	Surrey County Council	Cost: £45,000 for options appraisal TBC dependent on option identified Funding Source: Environment Agency's Flood Defence Grant in Aid (FDGiA)	TBC	Need for project: To address flood risk in South Earlswood

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
FM11	Measures to address and attenuate surface water flooding as part of the Horseshoe site, Banstead (Site Allocation Policy BAN2)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To address impact of new development at the Horseshoe site, Banstead (Site Allocation Policy BAN2)
FM12	Measures to address and attenuate surface water flooding (to include a comprehensive system of Sustainable Urban Drainage Systems/SUDs) as part of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2).	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To address impact of new development at Sandcross Lane, Reigate (Site Allocation Policy SSW2)
FM13	Measures to mitigate likely increase in surface water runoff (to include a comprehensive system of Sustainable Urban Drainage Systems/SUDs, and improvements to the main river corridor and network of ditches within the site) as part of the development of land at Dovers Farm, Woodhatch, Reigate	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To address impact of new development at of land at Dovers Farm, Woodhatch, Reigate (SSW9)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
Green Infrastructure					
G11	Provision of approximately 30ha of new open space as a Riverside Green Chain as part of Horley North West Sector (Westvale) development	Delivered by developers. Ownership of the land to be transferred to Reigate & Banstead Borough Council who will maintain it	Cost: £ Developers (Crest Nicholson, Charles Church, A2 Dominion, Taylor Wimpey) through S106 planning obligation On-going maintenance Reigate & Banstead Borough Council	From 2018 based on S106 planning obligation triggers	Need for project: Green infrastructure as part of development. In accordance with the Horley Master Plan
G12	Provision of two new allotment sites as part of the development of the Horley North West Sector (Westvale)	Delivered by developers Ownership of the allotments to be transferred to Horley Town Council who will maintain them	Cost: £ Developers through S106 planning obligation: Crest Nicholson Charles Church A2 Dominion Taylor Wimpey On-going maintenance Horley Town Council	From 2020	Need for project: Green infrastructure as part of development. In accordance with the Horley Master Plan

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
G13	As part of the development of the North West Horley sector (Westvale): Undertake feasibility studies, agree delivery, secure land and provide new public outdoor sports facilities	Reigate & Banstead Borough Council	Cost: £TBC Developers through S106 planning obligation On-going maintenance Reigate & Banstead Borough Council	Feasibility by end 2018 Provide from 2020	Need for project: Green infrastructure as part of development. In accordance with the Horley Master Plan
G14	Provision of twelve new Local Areas of Play (LAPs) and five Local Equipped Area for Play (LEAPS) within the Horley North West Sector (Westvale)	Developer	Cost: £ Developers (Crest Nicholson; Charles Church; A2 Dominion; Taylor Wimpey) through S106 planning obligation On-going maintenance Reigate & Banstead Borough Council	From 2018 based on S106 planning obligation triggers	Need for project: To address recreational needs arising from the development

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
G15	<p>On-site new natural/semi-natural green space as part of the development of Land at Meath Green, Lane, Horley (Site Allocation NWH1)</p> <p>Open space should include the flood-prone land, which should be linked up to the wider countryside, including the Riverside Green Chain, and to enable improvements to the Burstow Stream river corridor</p> <p>The open spaces should reflect the River Mole Biodiversity Opportunity Area</p>	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development
G16	On-site new play facilities as part of the development of Land at Meath Green Lane, Horley (Site Allocation NWH1)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To provide play opportunities for children living in new housing development at Land at Meath Green Lane, Horley (Site Allocation NWH1)
G17	On-site new allotments as part of the development of Land at Meath Green Lane, Horley (Site Allocation NWH1)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development at Land at Meath Green Lane, Horley (Site Allocation NWH1) and maintain biodiversity in the area

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
G18	<p>On-site new natural/semi-natural green space as part of the development of land at Boneshurst Road, Horley (Site Allocation NWH2)</p> <p>Open space should include flood-prone land, which should be linked up to the wider countryside, including the Riverside Green Chain, enhancing the river corridor</p>	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development land at Boneshurst Road, Horley (Site Allocation NWH2) and maintain biodiversity in the area
G19	On-site new public open space, including along the river corridor as a continuation of the Riverside Green Chain, as part of the development of land off The Close and Haroldslea Drive, Horley (Site Allocation SEH4)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development land off The Close and Haroldslea Drive, Horley (Site Allocation SEH4) and maintain biodiversity in the area
G110	Public realm improvements including planting along Portland Drive, Merstham	Reigate & Banstead BC Raven Housing Trust Developer	Cost: £TBC Developer	By end of 2020	Need for project: To create green space links

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
G111	Provide new publically accessible local playspace at the De Burgh development site, Tadworth (ref: 16/02949/F)	Developer (London Square Development Ltd)	Cost: £TBC Developer	By 2022	Need for project: To provide play opportunities for children living in new housing development
G112	Provision of green roof garden at Marketfield Way development, Redhill town centre	Reigate & Banstead BC Developer	Cost: £TBC Developer		Need for development: To integrate green infrastructure into new development to provide amenity space and biodiversity opportunities
G113	Earlswood Common footpath restoration	Reigate & Banstead Borough Council	Cost: £100K Funding Source: CIL: £49,900, and RBBC capital budget: £10,000	By April 2018	Need for development: To encourage use of strategic public open spaces
G114	On-site new public open green space as part of the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1) Including green space links to the Holmesdale Biodiversity Opportunity Area and the Greensands Ridge adjacent to the site	Developer	Cost: £TBC Developer		Need for development: To address recreational needs arising from the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1) and to achieve and biodiversity enhancements for the area
G115	On-site new play facilities as part of the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To provide play opportunities for children living in new housing development at land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
G116	<p>On-site new natural/ semi- natural amenity green space as part of the development of Land west of Copyhold Works and Former Copyhold Works (Site Allocation Policy ERM2/ERM3)</p> <p>The spaces to link to the wider countryside, reflecting the Holmesdale Biodiversity Opportunity Area, Holmethorpe Site of Nature Conservation Importance, and Greensands Ridge</p> <p>The green spaces to form a buffer zone between the housing development on the site and the adjacent Patterson Court (partially restored) landfill site to the north east, including improvements to Redhill Brook corridor</p>	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development of Land west of Copyhold Works and Former Copyhold Works (Site Allocation Policy ERM2/ERM3) and to achieve and biodiversity enhancements for the area
G117	On-site play facilities as part of the development of Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2/ERM3)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To provide play opportunities for children living in new housing development at Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2/ERM3)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
G118	On-site new allotments as part of the development of Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2/ERM3)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address needs arising from the development at Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2/ERM3)
G119	On-site new natural/semi-natural green space as part of the development of land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4) The spaces to link to the wider countryside, with an appropriate relationship with the adjoining nature reserve and reflecting the Holmesdale Biodiversity Opportunity Area	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4), and maintain biodiversity in the area
G120	On-site new public play facilities as part of the development of land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
GI21	On-site new public informal green space as part of the development of land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To achieve and biodiversity enhancements for the area
GI22	On-site new public open space including play facilities as part of the development of Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5)
GI23	On-site new allotments as part of the development of Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address needs arising from the development at Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
G124	<p>On-site new high-quality public natural/semi-natural green space in the western part of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2)</p> <p>The open space to provide an appropriate link with, and buffer to the adjacent countryside, reflecting the Earlswood to Redhill common biodiversity opportunity area</p>	Developer	<p>Cost: £TBC</p> <p>Developer</p>	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Sandcross Lane, Reigate (Site Allocation Policy SSW2), and achieve and biodiversity enhancements for the area
G125	On-site new public play facilities as part of the development of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2)	Developer	<p>Cost: £TBC</p> <p>Developer</p>	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Sandcross Lane, Reigate (Site Allocation Policy SSW2)
G126	On-site new allotments as part of the development of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2)	Developer	<p>Cost: £TBC</p> <p>Developer</p>	As part of scheme delivery	Need for development: To address at Sandcross Lane, Reigate (Site Allocation Policy SSW2) needs arising from the development at Sandcross Lane, Reigate (Site Allocation Policy SSW2)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
G127	<p>On-site new natural/semi-natural green space as part of the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)</p> <p>The spaces to link to the wider countryside, reflecting the Earlswood to Redhill common biodiversity opportunity area and River Mole Biodiversity Opportunity Area</p>	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9), provide a good quality urban edge and achieve and biodiversity enhancements for the area
G128	On-site new public open space to include play space, as part of the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)
G129	On-site new allotments as part of the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address needs arising from the development at Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)

Scheme ref	Infrastructure project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project/Risk and/Contingency and Source of further detail
GI30	New or upgraded public open space and enhancements to green infrastructure to complement and strengthen the existing 'green corridor' along Bolters Lane, as part of the development of the Horseshoe site, Banstead (Site Allocation Policy BAN2)	Developer	Cost: £TBC Developer	As part of scheme delivery	Need for development: To address recreational needs arising from new development
GI31	Minimum of 5ha of open space including parkland and outdoor sports pitches and facilities at Horley strategic employment site	Developer On-going maintenance will be by either developer, a Community Land Trust or similar, or following transfer to the Council	Cost: £TBC Developer	In line with masterplan/phasing plan (to be developed)	Need for development: To address recreational needs arising from the development and provide recreational facilities to meet wider needs

Annex 7: Housing trajectory			12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	Total No. Units	
Area 1: Banstead	Housing Completions	Large Sites	131	132	179	163	146	72	44	0	0	0	0	0	0	0	0	867	
		Small Sites	0	0	0	2	0	0	12	0	0	0	0	0	0	0	0	0	14
	Sites with Planning Permission	Large Sites	0	0	0	0	0	0	0	120	111	100	7	0	0	0	0	0	338
		Small Sites	0	0	0	0	0	0	0	21	24	27	14	0	0	0	0	0	86
	DMP Site Allocations	Town Centre Site Allocations	0	0	0	0	0	0	0	0	0	0	0	0	25	25	25	0	75
		Rest of the Urban Area Allocations	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15
	HELAA Sites		0	0	0	0	0	0	0	0	8	15	0	0	0	0	15	0	38
	Other Sites Granted Planning Permission Since June 2018		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total Net Number of Dwellings Area 1			131	132	179	165	146	72	197	135	136	36	0	25	40	40	0	1,434	
Area 2a: Redhill	Housing Completions	Large Sites	107	131	71	119	94	103	7	0	0	0	0	0	0	0	0	0	632
		Small Sites	7	0	6	10	0	0	0	9	0	0	0	0	0	0	0	0	32
	Sites with Planning Permission	Large Sites	0	0	0	0	0	0	0	32	106	166	84	101	50	0	0	0	539
		Small Sites	0	0	0	0	0	0	0	14	29	14	5	0	0	0	0	0	62
	DMP Site Allocations	Town Centre Site Allocations	0	0	0	0	0	0	0	0	12	12	0	0	25	25	0	0	74
		Rest of the Urban Area Allocations	0	0	0	0	0	0	0	0	0	15	25	110	140	40	40	50	420
		Sustainable Urban Extensions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	93	123
	HELAA Sites		0	0	0	0	0	0	0	0	0	10	15	0	0	0	0	25	
Other Sites Granted Planning Permission Since June 2018		0	0	0	0	0	0	0	0	9	7	0	0	0	0	0	0	16	
Total Net Number of Dwellings Area 2a			114	131	77	129	94	103	62	156	214	124	226	215	65	70	143	1,923	
Area 2b: Reigate	Housing Completions	Large Sites	54	34	81	95	138	45	5	0	0	0	0	0	0	0	0	452	
		Small Sites	0	10	0	0	0	0	5	7	0	0	0	0	0	0	0	0	22
	Sites with Planning Permission	Large Sites	0	0	0	0	0	0	0	18	49	50	22	0	0	0	0	0	139
		Small Sites	0	0	0	0	0	0	0	2	40	26	7	0	0	0	0	0	75
	DMP Site Allocations	Town Centre Site Allocations	0	0	0	0	0	0	0	0	0	0	15	15	0	0	0	0	30
		Sustainable Urban Extensions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	68	103
	HELAA Sites		0	0	0	0	0	0	0	0	0	0	0	0	0	10	27	37	
	Other sites granted planning permission since June 2018		0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
Total Net Number of Dwellings Area 2b			54	44	81	95	138	50	32	89	83	44	15	0	0	45	95	865	
Area 3: Horley	Housing Completions	Large Sites	133	101	35	77	107	254	73	0	0	0	0	0	0	0	0	0	780
		Small Sites	86	77	116	178	105	94	4	0	0	0	0	0	0	0	0	0	660
	Sites with Planning Permission	Large Sites	0	0	0	0	0	0	0	166	223	236	180	180	180	172	0	0	1,337
		Small Sites	0	0	0	0	0	0	0	13	31	21	12	0	0	0	0	0	77
	DMP Site Allocations	Town Centre Site Allocations	0	0	0	0	0	0	0	0	20	40	20	20	0	0	0	0	100
		Rest of the Urban Area Allocations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
		Sustainable Urban Extensions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	98	153
	HELAA Sites		0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	
Total Net Number of Dwellings Area 3			219	178	151	255	212	348	256	274	297	212	206	180	172	55	118	3,133	
Windfalls									75	75	75	75	75	75	75	75	75	675	
Total Number of Dwellings			518	485	488	644	590	573	622	729	805	491	522	495	352	285	431	8,030	

