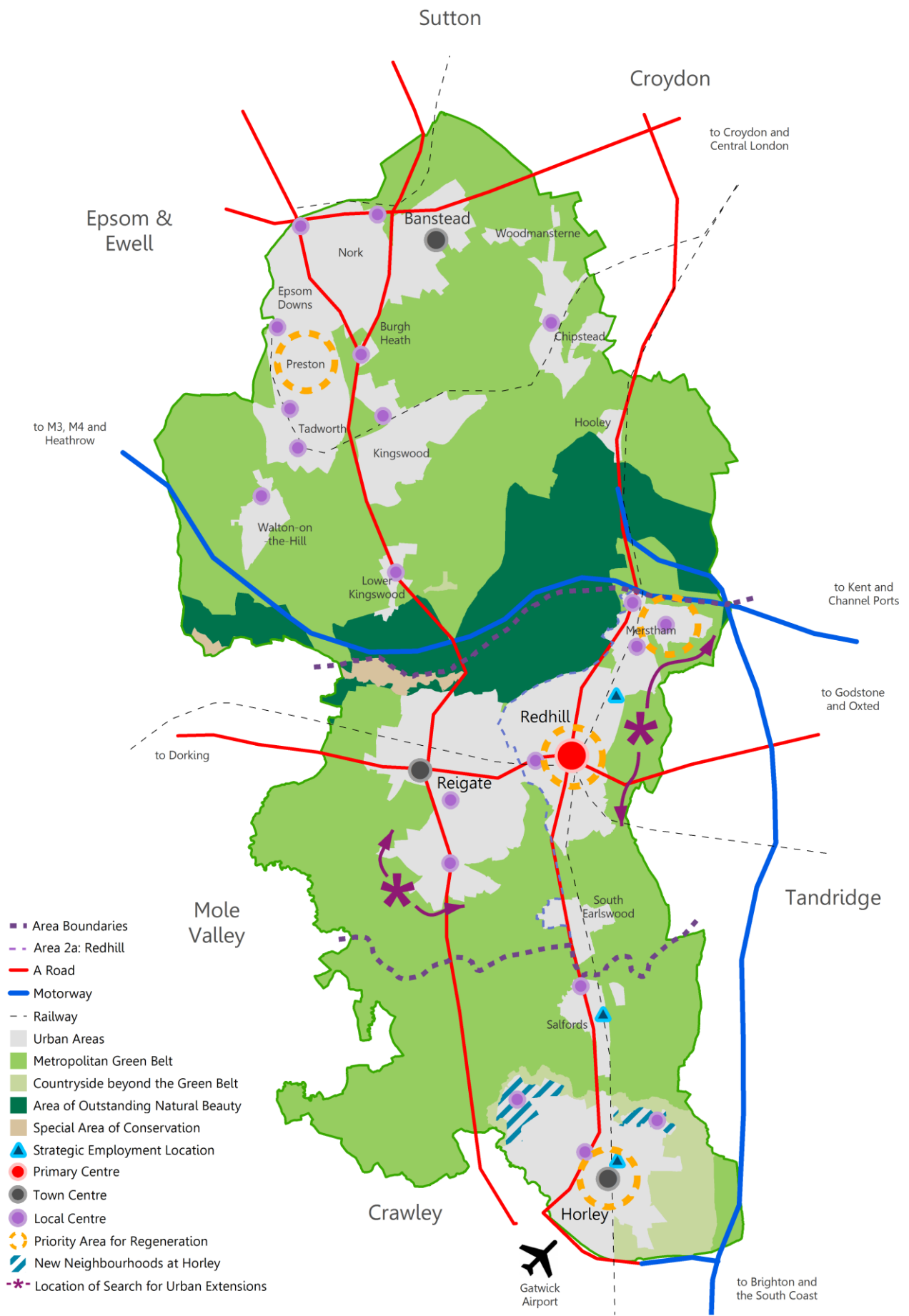




# Environment and Sustainability Monitor

Data at 31 March 2015



# Environment and Sustainability Monitor

Data at End March 2015

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Please Note:

While every care has been taken to ensure that the information in this monitor is accurate, the Borough Council accepts no responsibility for any errors or omissions. We would be grateful if our attention was drawn to any inaccuracies so that they might be corrected. Similarly, any suggestions that would make the information more useful would be gratefully received.

# Introduction

This monitor provides information on the natural environment and transport availability in the borough at 31<sup>st</sup> March 2015. Its purpose is to:

- Provide data and analysis on key environmental aspects of planning applications received and determined by the Council
- Provide data and analysis on transport options including infrastructure, developments and commuting patterns
- Monitor and analyse the current situation of the natural environment, transport options and infrastructure in the borough against relevant policies and indicators
- Provide the base data for the evaluation of the Local Plan and Core Strategy policies
- Set out future actions and policy area indicators not delivering environmental and transport objectives

## Future Policy Developments

The Borough Local Plan is in the process of being replaced by new local planning documents. The Core Strategy was formally adopted in July 2014; it details how growth planned for the borough will be delivered sustainably. The Development Management Plan containing more detailed policies is currently being prepared.

## Relevant Core Strategy Policies and Indicators

Policy	Monitoring Indicator
S01	To ensure that future development addresses the economic and social needs of the borough without compromising its environmental resources
S02	To enable required development to be prioritised within sustainable locations within the existing built up area
S03	To ensure that the design and scale of new development recognises, enhances and protects the character of our town centres and other urban areas
S04	To ensure that new and existing communities have easy access to green space; to respect the ecological and cultural heritage of the borough, the role of the Green Belt and the promotion of local distinctiveness
S05	To increase opportunities for pursuing a healthy lifestyle, by maintaining and enhancing recreation facilities which encourage walking and cycling
S06	To maintain and enhance the borough's valued landscapes, historic, built and natural environment
S07	To keep and enhance the identified character and separate identities of the borough's towns and other urban areas
S08	To safeguard and promote biodiversity and wildlife corridors at a local level, as well as on designated sites
S09	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
S010	To ensure that developments conserve natural resources, minimise greenhouse gas emissions, help to reduce waste and are adaptable to climate change
S014	To tackle congestion, pollution and greenhouse gas emissions of private car use by promoting sustainable modes of transport to promote healthier

lifestyles

**SO15**

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

**SO16**

To support the sustainable growth of a one-runway, two-terminal airport at Gatwick, subject to satisfactory environmental safeguards being in place

The guidance and policies are available under Planning Policies on the Council's website:

<http://www.reigate-banstead.gov.uk/planning>

# Key Messages

## UK Trends

England benefits from 2,795 environmental designated sites which represent the finest landscapes, the best wildlife and geological sites on land and at sea. These sites include areas such as National Parks, Sites of Special Scientific Interest and Local/ National Nature Reserves. They are important because they allow the conservation and protection of landscapes and wildlife; provide opportunities for people to access green spaces; and provide an environment to support people's livelihoods.

The range of biodiversity and quality of these areas is affected by pollutant emission levels. Whilst the need for good transportation infrastructure is understood in order to allow people to access services, travel to work and enable trade, there is a need to monitor levels of pollutants. National Planning Policy Framework promotes the importance of sustainable transport policies which facilitate sustainable development but also contribute to wider sustainability and health objectives.

## Borough Key Messages

- **Natural Environment:** No applications over the past year were considered to have an unacceptable impact on nature conservation assets. A small number of applications were refused due to their impact on areas of landscape importance (AONB, AGLV): none were subsequently allowed at appeal. 95% of the borough's Sites of Special Scientific Interest are in a favourable or recovering condition; this is an improvement on 92% recorded in the previous monitoring period and is in line with the Department for Environment, Food and Rural Affairs target. However, several areas remain in unfavourable condition.
- **Green Belt:** 71% of applications for development within the Green Belt were approved over the past year. No applications refused by the Council were subsequently allowed at appeal. Only 6 applications for new homes in the Green Belt were granted over the past year, all of which involved either replacements or the conversion of existing buildings.
- **Heritage:** 44 applications were refused over the past year due to an unacceptable impact on a heritage asset – most notably Conservation Areas. Of these, only 2 were subsequently granted at appeal.
- **Proactive Approach to Development:** Since the last monitoring period there has been a significant increase in the number of pre-application requests and an increase in the number of applications dealt with in a timely manner.
- **Accessibility of New Development:** 94% of non-residential and 95% of residential developments completed within the last twelve months were located within 15 minutes of a public transport stop or walking distance to a town centre and 100% of major residential and commercial developments have committed to a travel plan.
- **Flood Risk:** In line with Core Strategy policy CS10 no new developments were permitted within this monitoring period contrary to Environment Agency advice on flooding. 31 new homes were granted over the past year in areas identified as being at risk of flooding.
- **Air Quality:** 7 of the borough's 9 air quality management areas have seen an improvement or no change in air quality compared to 2013/14. This is primarily due to the prevailing weather conditions rather than any significant decrease in pollutant emissions.
- **Sites of Special Scientific Interest:** 95% of the borough's Sites of Special Scientific Interest are in a favourable or recovering condition; this is an improvement on 92% recorded in the previous monitoring period and is in line with the Department for Environment, Food and Rural Affairs target of 95%.

# Natural Environment

The borough benefits from a rich and varied natural environment which includes a number of Sites of Special Scientific Interest, Sites of Nature Conservation Importance and Areas of Outstanding Natural Beauty. 69% of the borough is Metropolitan Green Belt.

The natural environment is recognised as a key asset; it supports a wide range of biodiversity interests for example, the Mole Gap to Reigate Escarpment Special Area of Conservation contains rare box scrub, chalk grassland and yew woodland.

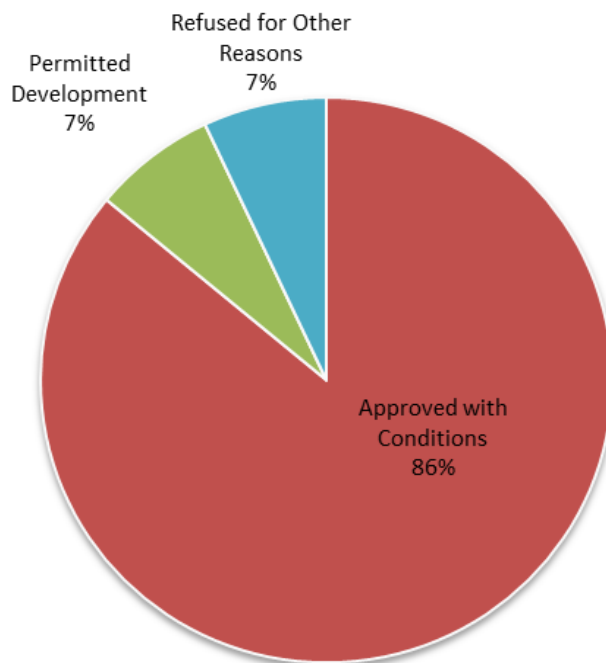
The Core Strategy recognises the importance of sustainable development to ensure that the natural environment is protected/ enhanced. It plans to enhance biodiversity through applying national legislation, to discharge its Biodiversity Duty and through implementing a Green Infrastructure Strategy. The Habitats Regulations Assessment concluded that the growth planned in the Core Strategy would have no adverse impact on the integrity of the Natura 2000 sites.

## Sites of Nature Conservation Importance

Within the borough there are 42 Sites of Nature Conservation Importance, 6 of these sites are under positive management. A rolling programme has been established by the Council to review existing and potential sites. The Council works with Surrey Nature Conservation Liaison Group to monitor and manage the sites and Surrey Biodiversity Partnership to implement Habitat Action Plans.

Over the past year, 14 applications were received for development within/ adjacent to Sites of Nature Conservation Importance (SNCI). The pie-chart below shows that the majority of these applications were approved with conditions. No applications were refused for reasons related to adverse impact on SNCIs.

**Figure 1 Sites of Nature Conservation Importance**

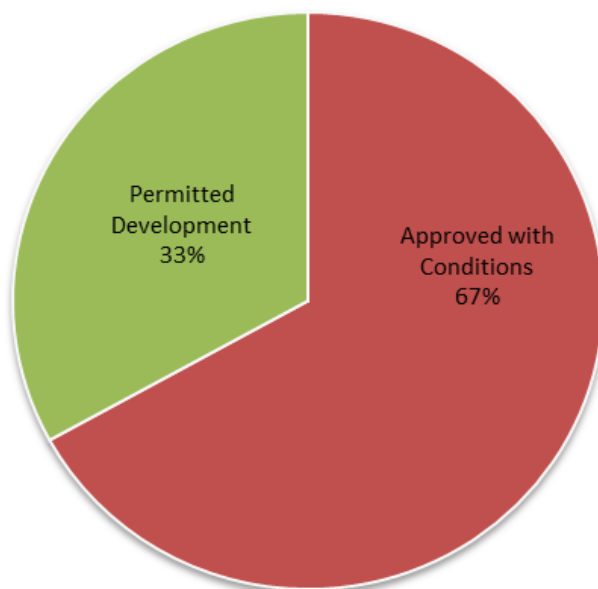




## Sites of Special Scientific Interest

There are 4 designated sites of Special Scientific Interest within the borough: Banstead Downs, Chipstead Downs, Mole Gap to Reigate Escarpment and Reigate Heath. Within this monitoring period, 3 applications were received for development within/ adjacent to the Sites of Special Scientific Interest. 2 of these applications were householder applications for minor extensions which were approved with conditions and a further application was for a certificate of lawfulness for an extension which was approved under permitted development rights.

**Figure 2 Sites of Special Scientific Interest**



Natural England assesses the condition of all sites to determine the quality of the special habitats and species. The table below shows that 95% of the boroughs Sites of Special Scientific Interest are in a favourable or recovering condition; this is an improvement on 92% recorded in the previous monitor and is in line with the Department for Environment, Food and Rural Affairs target of 95%. However, the table does identify particular issues with the condition of Banstead Downs and Reigate Heath, of which 39% and 21% respectively are assessed as being in an unfavourable condition.

**Table 1 Condition of the units within the Sites of Special Scientific Interest**

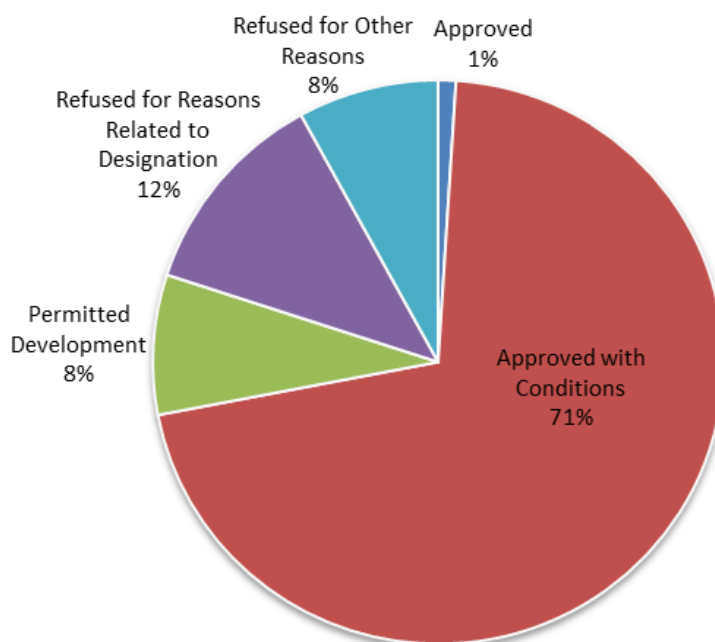
Site	Favourable		Unfavourable-Recovering		Unfavourable No Change		Unfavourable-Declining		% of Area Favourable or Recovering		Total Area (Hectares)
	Ha	%	Ha	%	Ha	%	Ha	%	Ha	%	
<b>Banstead Downs</b>	33	26.4%	33	26.4%	0	0.0%	49	38.9%	77	61.1%	127
<b>Chipstead Downs</b>	90	56.9%	68	43.1%	0	0.0%	0	0.0%	158	100.0%	158
<b>Mole Gap to Reigate Escarpment</b>	537	52.9%	474	46.6%	0	0.0%	0	0.0%	1,011	99.5%	1,016
<b>Reigate Heath</b>	46	73.9%	0	0.0%	3	5.0%	13	21.1%	46	73.9%	62
<b>Total</b>	<b>706</b>	<b>51.8%</b>	<b>575</b>	<b>42.2%</b>	<b>3</b>	<b>0.2%</b>	<b>62</b>	<b>4.6%</b>	<b>1,292</b>	<b>94.9%</b>	<b>1,362</b>

## Green Belt

69% of the borough is Green Belt, the purpose of which is to prevent urban sprawl. National policy requires exceptional circumstances for development on Green Belt land. The Council decided upon 212 applications for development within/ adjacent to Green Belt land within this monitoring period, 71% of these applications were approved with conditions. This is a slightly higher percentage than recorded within the previous monitoring period (69%).

The pie-chart below shows that 12% (25) applications over the past year were refused for being inappropriate development within the Green Belt, this compares to 16% (30) in the previous monitoring period. None of the applications which were refused by the Council for being inappropriate were allowed at appeal.

**Figure 3 Green Belt**



The Core Strategy identified a potential need to alter the Green Belt boundary to allow for sustainable urban extensions in order to meet the housing target and potentially to provide for Gypsy, Traveller and Travelling Show People. This will be done through the emerging Development Management Plan, informed by a detailed Green Belt review which is currently being prepared.

Within this monitoring period 6 planning applications were approved for the construction of 8 residential dwellings (3 net), this compares with 9 applications for 58 dwellings (55 net) in the previous monitoring period.

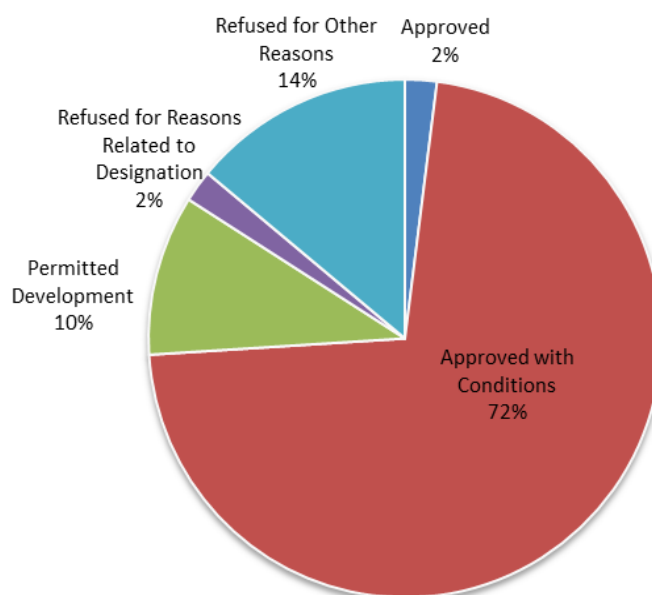
Of the 6 planning applications approved within this monitoring period 3 were for construction of replacement dwellings, 2 were for the conversion of existing commercial premises to residential and a further application was approved for the conversion of 2 existing residential dwellings into 3. This compares to 3 large permissions approved for residential developments on former commercial premises within the previous monitoring period (14 on Red House School, Kingswood; 14 on the High Trees Nursing Home, Horley; and 20 on Darby House, Merstham).

## Urban Open Land

Urban Open Land includes allotments, gardens of remembrance, public and private recreation grounds and woodlands. It contributes to the quality of life and visual amenity of communities.

Within this monitoring period the Council decided upon 57 applications for development within/ adjacent to Urban Open Land, 41 applications (72%) were approved with conditions and 1 application (2%) was refused as the overdevelopment approved would harm the designated Urban Open Land, it was sent to appeal. This compares to 68 applications within the previous monitoring period of which 55 (81%) were approved with conditions and no applications were refused for designation reasons.

**Figure 4 Urban Open Land**



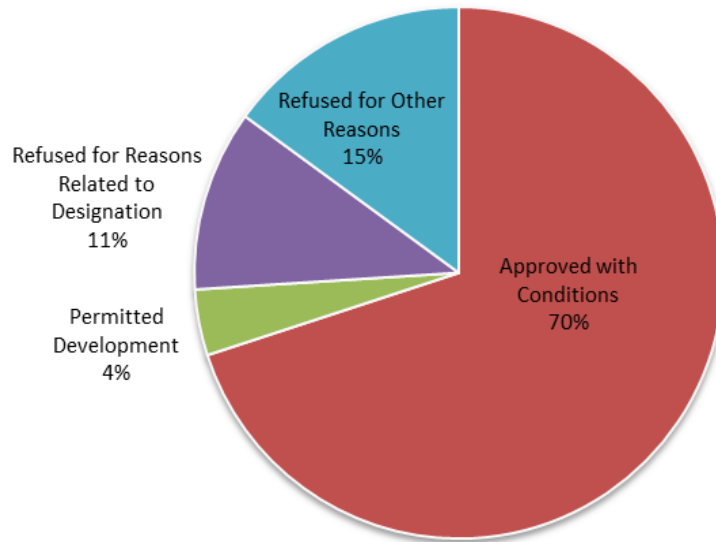
The Core Strategy plans for a review of land designated as Urban Open Land to inform the development of the Development Management Plan, the Policies Map and the Green Infrastructure Strategy. This review, which is currently being prepared, will ensure that open spaces continue to be given an appropriate level of protection in recognition of their public value for visual amenity, sports and recreation.

## Areas of Outstanding Natural Beauty

A large part of the higher North Downs is designated as an Area of Outstanding Natural Beauty; an area of national importance protected to conserve and enhance its natural beauty. The Surrey Hills Areas of Outstanding Natural Beauty Management Plan guides the management and enhancement of the area; it is a material consideration in determining planning applications.

Within this monitoring period, the Council decided upon 27 applications for development within/ adjacent to the Area of Outstanding Natural Beauty. Whilst the majority of these applications were approved with conditions, 3 were refused as they would have an unacceptable impact on the landscape of the AONB, this compares to 1 in the previous monitoring period. None of the applications refused by the Council for reasons related to the AONB were allowed at appeal.

**Figure 5 Areas of Outstanding Natural Beauty**



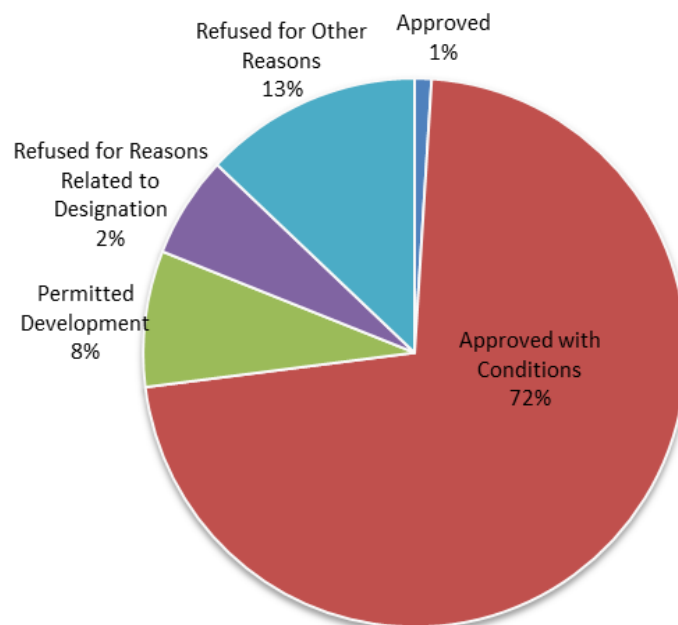
In 2014, Natural England agreed to begin work to assess whether the boundaries of the Surrey Hills AONB should be extended: this could encompass additional land within Reigate & Banstead. The review process is likely to take a number of years to progress and will involve local consultation on the boundary proposals following a period of evidence gathering.

### Areas of Great Landscape Value

Large parts of the North Downs outside the Area of Natural Beauty is designated an Area of Great Landscape Value. This is a local designation across Surrey which recognises the importance of these areas in buffering the Areas of Outstanding Natural Beauty and in recognition of their own landscape quality.

Within this monitoring period the Council decided upon 100 applications for development within/ adjacent to Areas of Great Landscape Value, 72% (72) of these were approved with conditions and 6% (6) were refused for unacceptable impact on landscape character. This compares to 69% (19) and 3% (1) in the previous monitoring period. As with AONB, no applications refused for reasons related to the AGLV were allowed at appeal.

**Figure 6 Areas of Great Landscape Value**



## Further Information

Further information can be found on the [Environmental](#) and [Nature Conservation](#) webpages of the Council's website and [Natural England's](#) website.

# Cultural and Built Heritage

The borough benefits from a number of cultural and built heritage sites such as the Walton on the Hill Conservation Area, the Church of St Bartholomew Horley (Grade I Listed) and Reigate Priory.

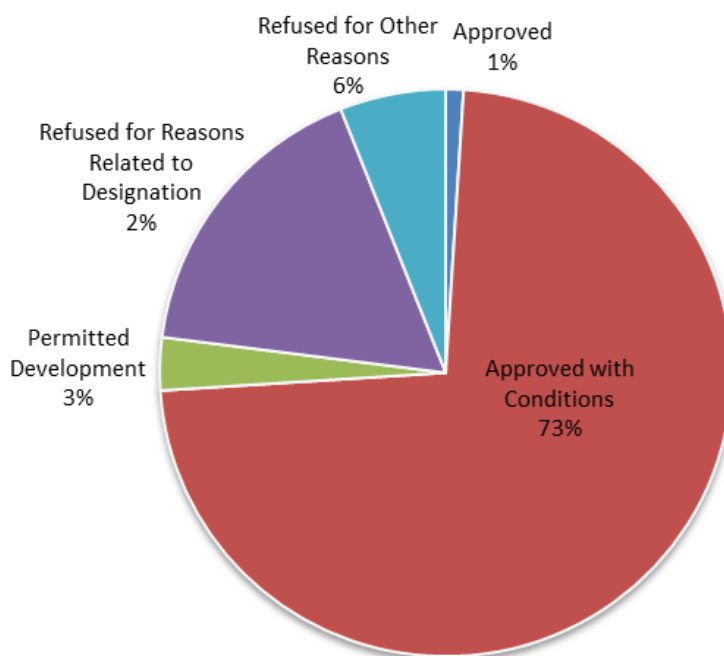
## Conservation Areas

Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to protect or enhance. The designation recognises the need sometimes to protect the overall character of the area rather than listing individual buildings.

Conservation Areas must be safeguarded from indiscriminate or ill-considered change. Within this monitoring period the Council determined upon 179 applications for development within/ adjacent to Conservation Areas, 73% (130) were approved with conditions and 17% (31) were refused for having an unacceptable impact on the character or appearance of the Conservation Area.

2 of the applications refused by the Council for their potential impact on a Conservation Area were subsequently allowed at appeal, these include the erection of a car port in the Somers Road Conservation Area and the demolition of outbuildings and subsequent erection of 7 residential apartments in the Walton on the Hill Conservation Area.

**Figure 7 Conservation Areas**

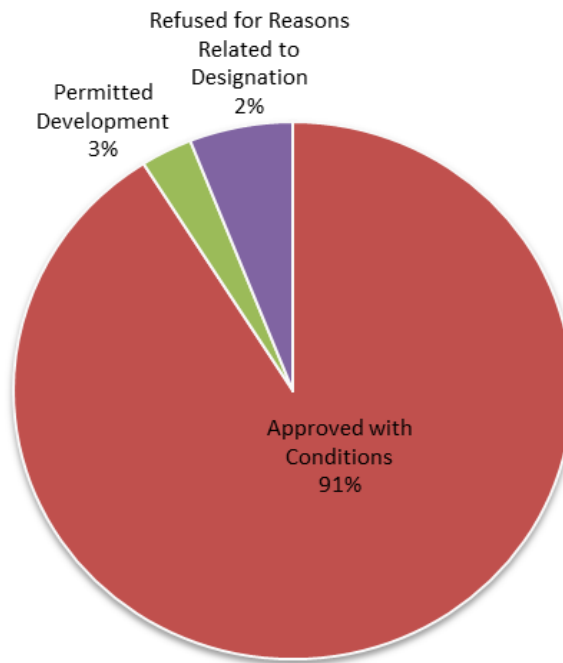


## Listed Buildings

Listed buildings are designated by the Department for Culture, Media and Sport under the advice of English Heritage. The borough has 428 statutory listed buildings which range from coal tax posts, cattle troughs and Grade I Listed Churches.

Within this monitoring period the Council received 35 applications for development of/ adjacent to Statutory Listed Buildings, 1 application was refused as a result of the impact which it would have on a listed building.

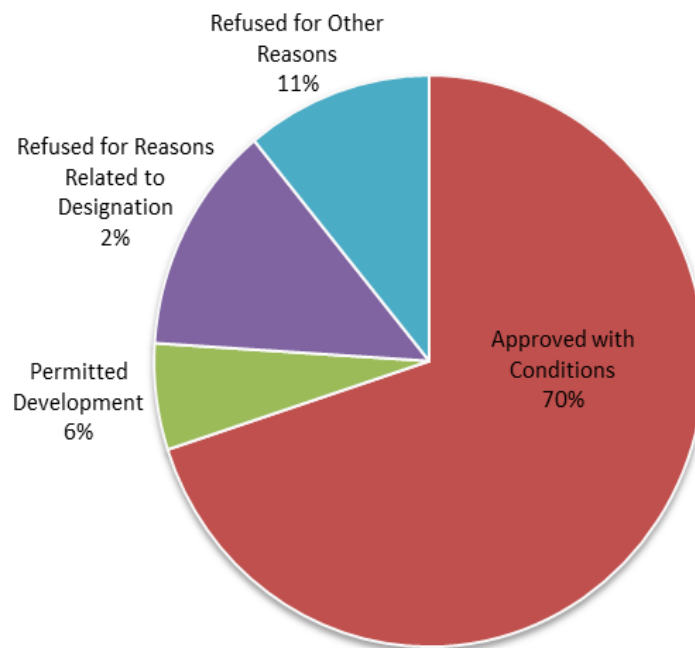
## Figure 8 Statutory Listed Buildings



The borough also benefits from 634 Locally Listed Buildings; these are buildings which have been identified by the Council as structures of local architectural and/ or historic interest. Examples include Quarry Cottages, Reigate Hill and White Cottage, Merstham.

Within the monitoring period the Council received 71 applications for development of/ adjacent to Locally Listed Buildings, 50 (70%) were approved with conditions and 9 (13%) were refused for designation reasons. No applications refused for designation reasons were allowed at appeal.

## Figure 9 Locally Listed Buildings



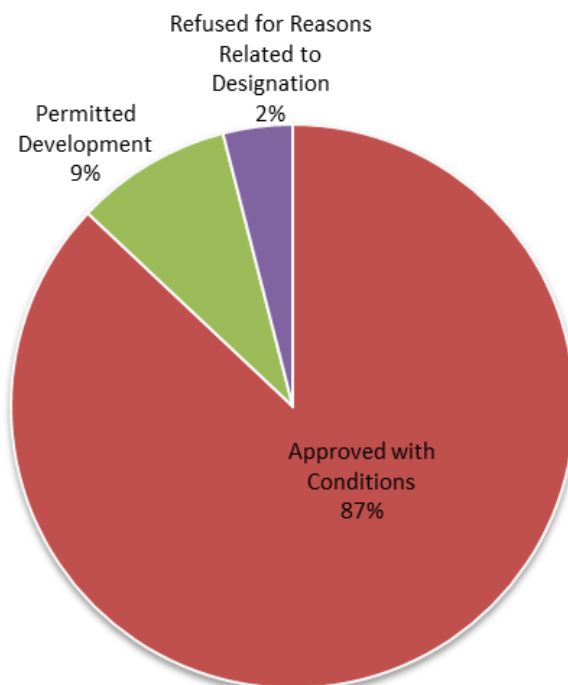
## Other Areas of Heritage Importance

The borough benefits from a number of other areas of heritage importance including Historic Parks and Gardens, Areas of Archaeological Potential, Areas of Archaeological Importance and Ancient Monuments.

## Historic Parks and Gardens

The Council received 23 applications for development within/ adjacent to historic parks and gardens within this monitoring period, 2 (9%) were refused for reasons related to designation. No applications refused for designation reasons were allowed at appeal.

**Figure 10 Historic Parks and Gardens**



## Areas of Archaeological Importance

Two applications were received for development within/ adjacent to areas of Archaeological Importance within this monitoring period: 1 was approved with conditions and the other was refused for other reasons.

## Areas of Archaeological Potential

Within this monitoring period 48 applications were submitted for development within/ adjacent to Areas of Archaeological Potential, the majority of applications were approved with conditions, no applications were refused for designation reasons.

## Ancient Monuments

The Council received 4 applications for development within/ adjacent to Ancient Monuments, the pie-chart shows that 2 of these applications were approved with conditions and 1 was refused for designation reasons. The decision was not appealed by the applicant.

## Further Information

Further information can be found on the [Conservation](#) and [Listed Buildings](#) webpages of the



Council's website and [Historic England's](#) webpages.

# Sustainable Development

The Council in accordance with National Planning Policy Framework applies the principles of ‘presumption in favour of sustainable development’: it will work proactively with applicants to secure development that improves the economic, social and environmental conditions of an area.

In order to do this the Core Strategy states that new development should make efficient use of land, giving priority to previously developed land; be of an appropriate density; contribute to the creation of neighbourhoods which are supported by effective services, infrastructure and transport; and protect and enhance the green fabric.

Core Strategy Policy CS10 (Sustainable Development) will be implemented through detailed policies in the emerging Development Management Plan; using the Strategic Flood Risk Assessment (SFRA) to inform site allocations and flood risk assessments for specific development proposals; and through developing a Green Infrastructure Strategy.

## Positive Approach to Planning

To promote sustainable development and help shape appropriate development proposals, the Council offers a pre-application service to applicants. Core Strategy Policy CS1 plans for an increase in the use of the pre-application process as a way of managing and shaping development proposals at the earliest opportunity. Within the last twelve months there were 366 pre-application requests, a significant increase on the previous monitoring period (248).

In order to ensure a presumption in favour of sustainable development, Core Strategy Policy CS1 plans for decisions to be made in a timely manner: 89% of household planning applications were determined within 8 week statutory period and 81% of all planning applications were determined in less than 8 weeks (this compares to 88% and 80% in the previous monitoring period).

## Previously Developed Land

In order to promote sustainable development the Core Strategy promotes the use of previously developed land. The table below shows that within the last twelve months 69% of residential dwellings were built on previously developed land, this is significantly above the Core Strategy monitoring target of at least 50% and above last years monitoring figure of 47%. This is due to the Horley North East sector representing a smaller proportion of total completions within 2014/15 than 2013/14 (23% compared to 42%). Until the Horley North East and North West developments are completed the overall percentage of completions on previously developed land will be significantly lower than pre-2010.

**Table 2 Previously Developed Land**

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>Dwellings on PDL</b>	394	429	627	617	614	836	632	425	381	408	216	312
<b>% on PDL</b>	96.7	87.6	99.4	98.9	99.4	99.9	83.9	87.1	77.4	80.3	46.7	68.9

In order to continue to deliver housing on previously developed land, in accordance with the Core Strategy ‘urban areas first approach’ the Council will continue to be proactive in identifying additional previously developed sites through the Strategic Housing Land Availability Assessment (SHLAA) and working with landowners to bring them forward for development.

In line with Core Strategy Policy CS10 all additional employment and retail floorspace completed in the past year was on previously developed land, this was also true in the previous monitoring period.

## Flooding

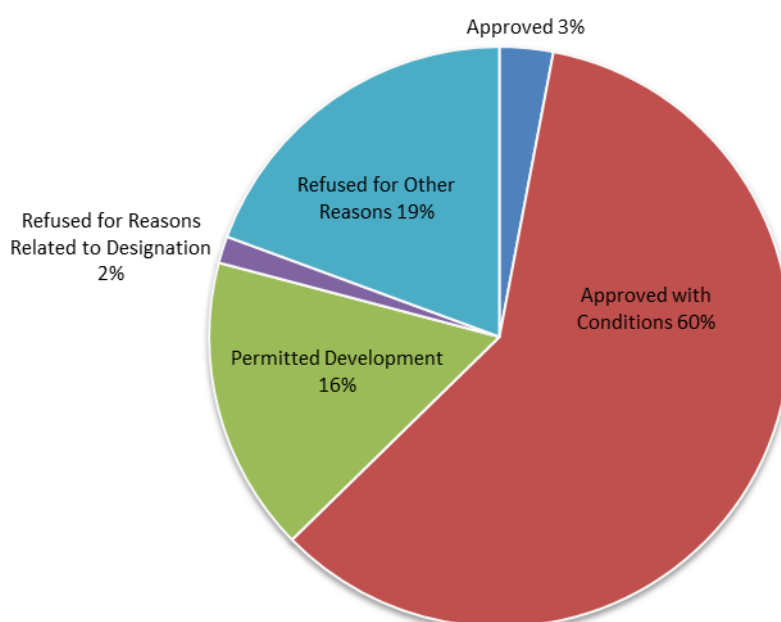
In order to promote sustainable development Core Strategy Policy CS10 says that no new residential dwellings outside of Redhill Town Centre should be constructed in Flood Zones 2, 3a and 3b. In the previous monitoring period planning permission was granted for the development of 150 dwellings on the Redhill Railway site (planning reference 13/00848/F), this site is in Flood Zone 2 but was permitted as it forms part of the Redhill Regeneration Area and is subject to suitable mitigation measures. Work has not yet begun on this site.

To support the Core Strategy a sequential test of the spatial strategy and key development locations was carried out to assess the vulnerability of the proposed development locations as part of the risk based approach to flood management, as advocated by paragraphs 100-101 of the National Planning Policy Framework.

Between April 2014 and March 2015, 67 applications were determined by the Council for development within Flood Zone 2. The majority of these applications (40) were approved with conditions and 1 was refused as it had not demonstrated that it would be safe from flooding.

Of the applications approved 2 were for residential accommodation, namely the conversion of the former Carlton Clinic in Horley into a residential dwelling and the development of 14 units on the upper floors and rear of 26-28 Station Road, Redhill. A revised planning application was also approved to increase the number of units on the former Liquid and Envy site in Redhill from 61 to 76 and a certificate of lawfulness was granted for the use of an outbuilding as residential dwelling in Horley.

**Figure 11 Flood Zone 2**

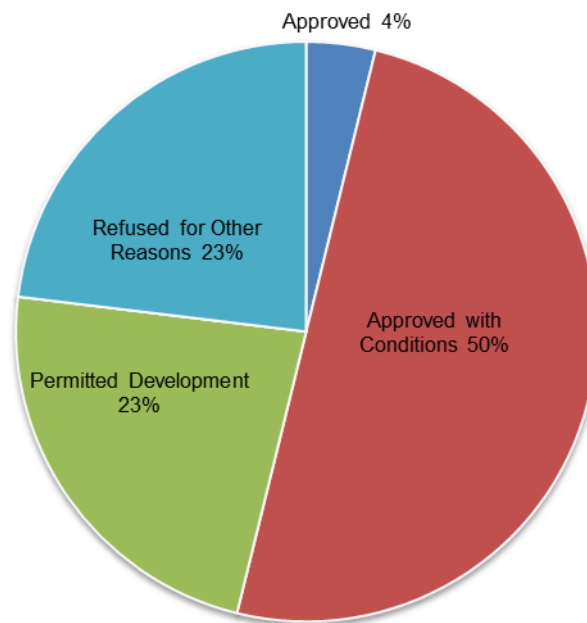


The Council also determined 26 applications for development within/ adjacent to Flood Zone 3, the majority (13) of these applications were approved with conditions and no applications were refused for designation reasons.

Of the applications approved within this monitoring period, planning permission was granted for the development of 15 residential units on 2 development sites (1 in Horley

town centre and 1 in Redhill town centre) and a certificate of lawfulness was granted for the use of an outbuilding as residential accommodation.

**Figure 12 Flood Zone 3**



Core Strategy Policy CS10 says that no new developments should be permitted which are contrary to Environmental Agency advice. Similarly to within the previous monitoring period no planning applications permitted over the past year were contrary to Environmental Agency advice. Going forward the Council will continue to work closely with the Environment Agency on individual proposals and through the plan-making process.

## Air Quality and Emissions

Strategic Objectives SO1, SO10 and SO14 of the Core Strategy plan for air quality to be managed effectively. Good air quality is vital for human and environmental health and is a key indicator for quality of life and sustainable development measures. Air quality in the South East is generally good, although unacceptably high levels of pollution do occur. Due to the fact that the borough hosts several major roads (e.g. M25, M23, A25, and A217) road traffic emissions are a significant contributor to air pollution. Gatwick airport, which is both a major national generator of car journeys and aviation trips, also impacts upon air quality in the south of the borough.

In most areas of the borough air pollution is significantly below Government limits for all pollutants. However, there are some problem areas. In order to manage these, the borough has nine Air Quality management Areas (AQMAs).

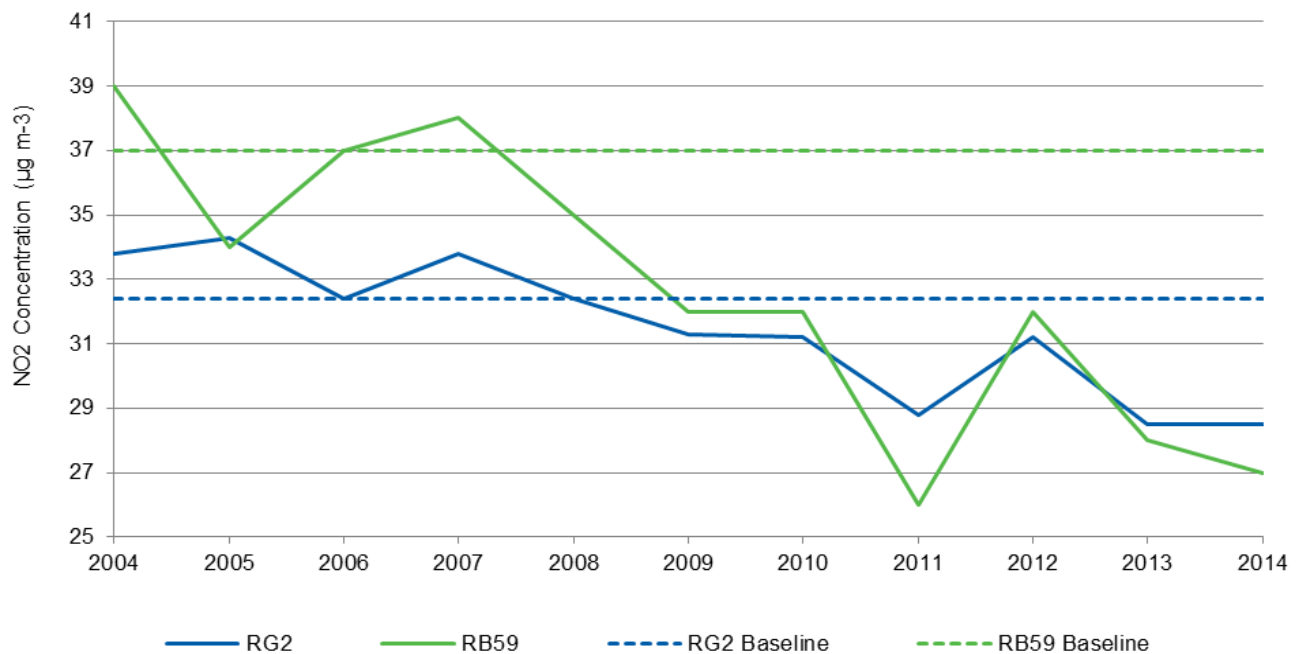
Whilst the Council and adjoining local authorities encourage the expansion of the airport within agreed limits, it is important to minimise and manage the environmental impacts. As part of this policy, the Council monitors the concentration of nitrogen dioxide (NO<sub>2</sub>) at a series of sites in the vicinity of the airport.

As can be seen from figure 13, data from the two stations closest to Gatwick Airport shows that the concentration of nitrogen dioxide in 2014 remains below the 2006

baseline level. Passenger numbers at Gatwick increased by 7.5% to 38.1 million in 2014, while aircraft movements rose by 3.7%. Despite the rise in aircraft movements pollutant concentrations fell in 2014 primarily due to the prevailing weather conditions, which was reflected in pollution monitoring across the borough.

The overall fall in pollution in the vicinity of the airport since 2007 reflects a combination of the significant changes in the aircraft fleet and on airport operational practices post 2007, and the impact of the recession on the airport, with aircraft movements at the airport still 2.5% below their 2007 peak, while traffic flow M23 spur remains 6% below the 2006 peak.

**Figure 13 NO<sub>2</sub> Levels at Horley Monitoring Stations**



In addition to the main monitoring stations associated with Gatwick Airport, the table below shows the concentrations recorded at other monitoring stations in the borough compared to the 2006 baseline. The national/ EU limit value for annual nitrogen dioxide concentrations is 40 µg m<sup>-3</sup>.

Seven of the borough's nine air quality management areas have seen an improvement or no change in air quality compared to 2013/14, primarily due to the prevailing weather conditions rather than any significant decrease in pollutant emissions, while two sites have shown an increase – A217 Blackhorse Lane (+2 µg m<sup>-3</sup>) and Hooley (+5 µg m<sup>-3</sup>).

**Table 3 NO<sub>2</sub> Levels at Other Monitoring Stations**

AQMA Name	Station	3yr Rolling Mean Nitrogen Dioxide Concentration (µg m <sup>-3</sup> )	
		2006	2014
M25	RB39	32	24
A217/Blackhorse Lane	RB49	60	49
Drift Bridge	RB21	48	39
Reigate High Street	RB47	50	39
Merstham High Street	RB20	43	34
Reigate Hill	RB125	43*	37
Redhill	RB140	30*	27
Hooley	RB136	61**	62

\*data relates to 2011 figures

\*\*data relates to 2012 figures

## Carbon Dioxide Emissions

Surrey Climate Change Partnership aims for a 40% reduction in carbon emissions by 2020 (compared to 2005) in order for Surrey to become one of the lowest carbon areas in the UK. The table below shows that since 2005 Reigate and Banstead, Surrey and England have all reduced their carbon dioxide emissions (14%, 8% and 9% respectively).

**Table 4 Total Carbon Dioxide Emissions (kt)**

	2005	2006	2007	2008	2009	2010	2011	2012
<b>England</b>	432,212	431,121	423,705	409,992	370,428	384,529	353,354	373,732
<b>Surrey</b>	8,817	8,797	8,704	8,545	7,942	8,202	7,697	8,116
<b>Reigate &amp; Banstead</b>	1,054	1,052	1,037	1,004	930	960	902	955

Specifically in terms of domestic carbon dioxide emissions per capita, the graph below shows that Reigate and Banstead has similar domestic carbon dioxide emissions per capita to Surrey and that these are much higher than the average for England.

Whilst the graph shows a slight increase between 2011 and 2012, it shows that overall since 2005 Reigate and Banstead, Surrey and England have all seen falls in their domestic per capita carbon dioxide emissions.

**Figure 14 Domestic per capita Carbon Dioxide Emissions (kt)**



## Households and Non Household Waste

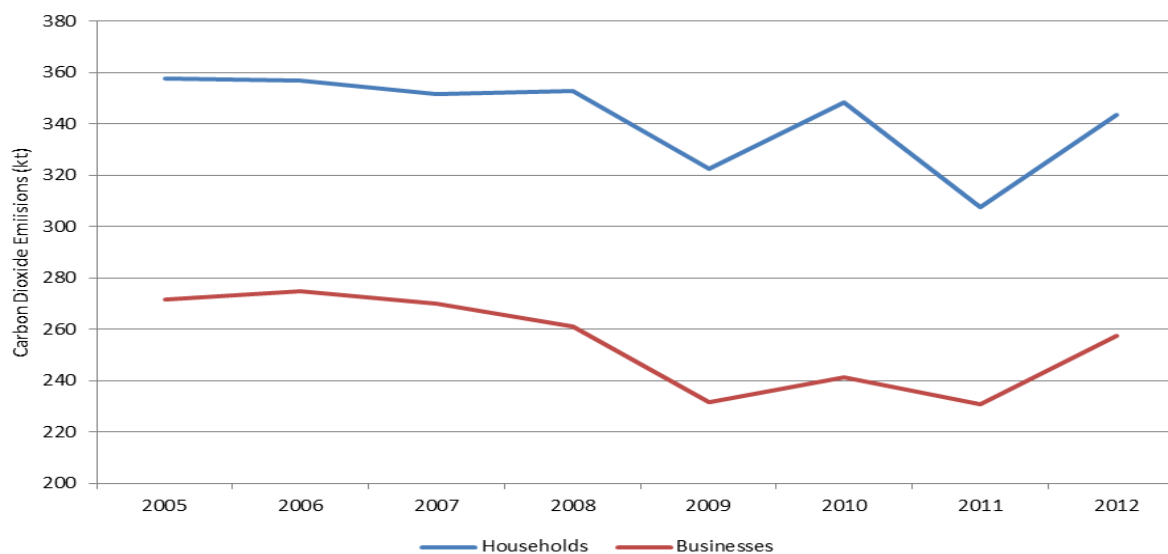
The latest data available from the Department for Environment, Food and Rural Affairs shows that within 2012/13, 48,068 tonnes of household waste and 3,297 tonnes of non-household waste was collected. Of the collected waste 46% of household waste and 5% of non-household waste was sent for recycling.

Core Strategy Strategic Objectives SO1 and SO10 plan for a reduction in the amount of waste and carbon dioxide emissions produced by businesses and households over the plan period.

The latest waste data shows that the amount of waste collected per person has fallen below the Core Strategy baseline figure of 362kg (346kg).

The graph below shows that since 2005 businesses and households have reduced their carbon dioxide emissions by 4% and 5% respectively.

**Figure 15 Business and Household Carbon Dioxide Emissions (kt)**



## Sustainable Construction

In order to meet the Surrey Climate Change Partnership target of reducing carbon emissions by 40% construction methods of new developments need to be sustainable.

The Core Strategy recognises that minimum requirements for sustainable construction will increase over the plan period however as a starting point it expects new housing to meet Code for Sustainable Homes Level 4. Following adoption of the Core Strategy, a condition was attached to all residential planning permissions requiring compliance with Code for Sustainable Homes prior to occupation.

In March 2015, the Government announced that the Code for Sustainable Homes would be closed to new schemes and replaced with national standards. As the Council has an adopted policy requiring new developments to meet Code for Sustainable Homes, it is able to continue to require the following until the new requirements can be incorporated into Building Regulations or locally into the Development Management Plan:

- New homes to meet the emissions requirements equivalent to Code for Sustainable Homes Level 4 (e.g. a 20% reduction compared to Building Regulations; and
- New homes to meet the national higher water efficiency standard of 110 litres per person per day

The Core Strategy also sets a requirement for all relevant non-residential developments to meet or exceed BREEAM 'very good' standard. No relevant commercial applications were granted in the period since adoption of the Core Strategy (July 2014) and the end of the monitoring period in March 2015.

In order to achieve sustainability targets, Core Strategy Policy CS11 plans for the Council to work with developers and other partners to encourage and promote the development of decentralised and renewable or low carbon energy. Within this monitoring period, no decentralised networks have been developed (this was also true in the previous monitoring period).

## Further Information

Further information is available on the [Air Quality](#), [Air Quality Monitoring](#), [Borough Quality of Life Profile](#); [Energy Efficiency and Renewable Energy in Development](#), [Strategic Flood Risk Assessment](#), [Strategic Housing Land Availability Assessment](#), [Sustainable Energy](#) webpages of the Council's website and the [Department for Environment, Food and Rural Affairs](#) website.



# Transport

The borough benefits from excellent transport links to central London, the wider South East, and national and international destinations via the M23/A23 corridor, London to Brighton railway line, M25 and nearby Gatwick Airport.

Core Strategy Policy CS17 plans for the Council to work with Surrey County Council, the Highways Agency, rail and bus operators, neighbouring local authorities and developers to ensure that new development is located within accessible locations; to improve the efficiency of the transport network; and to promote sustainable transport choices such as promoting cycling.

Transportation infrastructure varies between the different areas of the borough: the relatively low-density suburban nature of the north means whilst the area is serviced by a number of major A roads there is relatively poor public transportation; the south benefits from good transportation links due to the A23, A217, London-Brighton rail corridor and being within close proximity to Gatwick airport; and the centre benefits from the transportation links of the south, good access to the M25 and regular rail services to key transportation hubs in London and Reading.

## New Developments

The Core Strategy focusses upon locating future development in areas of the borough that are already highly accessible rather than relying upon the delivery of new transportation schemes. Within the last twelve months 94% of non-residential floorspace and 95% of completed residential dwellings were located within 15 minutes of a public transport stop or walking distance to a town centre, these figures are significantly above the Core Strategy monitoring targets of 80%.

Strategic Objective 14 of the Core Strategy aims to tackle congestion, pollution and greenhouse gas emissions of private car use by promoting sustainable modes of transport to promote healthier lifestyles. One of the ways that this will be achieved is through making new large developments commit to a travel plan. Within the monitoring period, 100% of major residential and commercial developments have committed to a travel plan. This is the same as the Core Strategy monitoring target of 100%.

Another way to tackle congestion, pollution and greenhouse gas emissions of private car use is through promoting alternative methods of transportation, for example the Core Strategy plans for 100% of new developments to provide cycle parking spaces in order to promote cycling as an alternative method of transportation. Within the last twelve months 24% of residential permissions for new homes and 30% of commercial permissions committed to providing cycle parking spaces.

In order to reduce congestion the borough has parking standards for new residential and commercial developments. The table below shows the borough parking standards on completed developments.

**Table 5 Borough Parking Standards on Completed Developments**

	2014/15	2013/14	2012/13	2011/12	2010/11	Borough Average Parking Standard
Residential	1.5	1.6	1.5	1.3	1.4	<b>1.6</b>
Office	1 per 32sqm	1 per 46sqm	1 per 27sqm	1 per 28sqm	1 per 22sqm	<b>1 per 30sqm</b>
Retail	1 per 9sqm	1 per 60sqm	1 per 125sqm	1 per 1,206sqm	1 per 102sqm	<b>1 per 30sqm</b>

## Delivering Transport Improvements

Over the past year, the following transport plans and projects have been progressed to reduce congestion and widen options for sustainable transport in the borough.

### Surrey County Council Transport Plan

Adopted in July 2014 it is a statutory document outlining the counties strategy of improving alternative methods of transportation in order to allow people to meet their transport needs whilst reducing pollutant emissions. It contains strategies for managing issues such as air quality, climate change, congestion, parking and rail usage.

Further information can be found on the [Surrey County Council](#) website.

### Redhill Balanced Network

Due to the A23 and A25 meeting in Redhill, Redhill suffers from congestion issues. In 2013 Redhill Balanced Network scheme was granted £4million from the Local Pinch Point Fund to ease road congestion and improve access to Redhill. The scheme involved creating a two way traffic system; improvements to key junctions on the A25 at Station Road, Cromwell Road and the High Street; changes to the Belfry shopping centre entrance and exit; and improvements made to pedestrian, cycle and bus routes. It also allowed the unblocking of development sites which will enable economic regeneration and greater employment within the town. The majority of the work was completed by spring 2014.

Further information can be found on the [Surrey County Council](#) website.

### Local Committee Fund

Within the last twelve months Surrey County Council has completed on 2 projects funded by the Local Committee Fund, details are provided in the table below.

**Table 6 Local Committee Funded Transport Projects**

Project	Details	Cost
Frenches Road, Redhill	Imposition of a road table in existing narrowing	£13,500
Bletchingley Road, Merstham	Improvements to existing zebra crossing	£24,000

### Burgh Heath A240

Within the last twelve months work has been completed on the construction of a lit gravel footpath across Burgh Heath and a shared cycle/ footway along the A240 to ASDA. Work has also begun on the construction of the Preston Manor Road which is due to be completed in October 2015.

### Travel SMART Surrey

Travel SMART is designed to support economic growth through helping people travel in more sustainable ways. Funded by the Department for Transport's Local Sustainable Transport Fund between 2012 and 2015 Travel SMART had over £18million to spend on local schemes such as Reigate Bike Works (a youth led cycling project aiming to promote cycling among vulnerable and disadvantaged young people).

Whilst the original SMART towns included Woking, Guildford, Redhill and Reigate going forward for 2015/16 Woking and Guildford will be joined by Staines and Camberley.

Further information can be found on the [Travel SMART Surrey](#) website.

## **Greater Redhill Sustainable Transport Package**

Surrey County Council has applied for funding from the Coast to Capital Local Enterprise Partnership to improve sustainable travel options in the greater Redhill area. It aims to make it easier for people to travel between businesses and access health and leisure facilities and retail areas by bike, bus or on foot by extending and improving the quality of the bus and cycle corridors that exist between Redhill and the surrounding areas.

The changes will also include better links between Reigate and Woodhatch and all along the A23. Earlswood, the East Surrey Hospital, Whitebushes, Salfords, the new housing developments in Horley and Gatwick Airport will all link up.

The funding has been granted subject to further public consultation. This public consultation is expected to be carried out in summer 2015.

Further information can be found on the [Surrey County Council](#) website.

## **Gatwick Airport**

Located to the south of the borough Gatwick airport is a single runway, two terminal airport. Using the existing runway and terminals it is expected that Gatwick will support up to 45million passengers by 2021. Going forward Core Strategy policy CS9 notes how the Council will work with neighbouring councils through the Gatwick Diamond Initiative to support the expansion (within the limits set out in the current legal agreement) through encouraging sustainable economic growth, minimising environmental impacts and improving access to and from the airport through a range of modes of transport.

The airport has ambitious plans for growth and development and was one of the options shortlisted by the Davies Commission review of additional airport capacity in the South East alongside Heathrow. As part of the Davies Commission's public consultation, the Council worked closely with partners and adjoining authorities to set out a clear set of local requirements and infrastructure improvements which would be necessary if an additional runway was proposed for Gatwick.

A recommendation from the Davies Commission was published in July 2015 that additional growth should be delivered through a third runway at Heathrow. It is now up to the Government to make a formal decision – this is expected in late 2015.

# Monitoring Publications

## Regular Monitors:

### Commercial Development

Contains the amounts, types and location of all commercial commitments i.e. premises with outstanding planning permissions or vacant floorspace

### Industrial Estates

Contains an analysis of occupational trends in the Borough's nine main Industrial Estates including a schedule of occupiers

### Local Centres

Provides information on retail provision in the Borough's eighteen local shopping centres

### Town centres

Provides information on the occupiers, together with vacancies and shop type of all premises within the Borough's four Town and Village Centres

## Population and Demographic Information

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These publications are available on the Council website:

<http://www.reigate-banstead.gov.uk>

Search for: "*monitors*":

For further information on the content or other planning policy monitoring, please contact:

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