

Development Management Plan Regulation 19 Fact Sheet

Earlswood & Whitebushes, Meadvale St Johns, and Salfords & Sidlow

DMP policy starting point

The starting point for the approach to future development in Earlswood & Whitebushes, Meadvale St Johns, and Salfords & Sidlow wards is the Council's adopted [Core Strategy](#), which identifies the need to make the best use of previously developed land in the urban area. It identifies an urban housing target of 1,610 homes for the central part of the borough, and 2,440 homes for the southern part of the borough.

Relevant evidence for this area includes:

- The [Urban Open Space Review](#), which recommends which areas of open space in the urban area should be designated and protected through the DMP.
- The [Green Belt Review](#), which considers the exceptional circumstances for releasing land for safeguarded land beyond the current plan period, and for releasing East Surrey Hospital from the Green Belt.
- The [Local Centres Evidence Paper](#), which assesses existing local centres and proposes new centres to be designated in the DMP.
- The [Residential Areas of Special Character Review](#), which assesses existing RASCs and proposes new areas to be designated in the DMP
- The [Employment Area Review](#) which provides more information about employment areas across the borough
- The [Safeguarded Land Report](#), which assesses sites for safeguarding land for development beyond the end of the current plan period.
- The [Gypsy and Traveller Accommodation Assessment](#) and [Traveller Site Land Availability Assessment](#), which have informed the identification of sites for Gypsies, Travellers and Travelling Showpeople.

Other topic areas

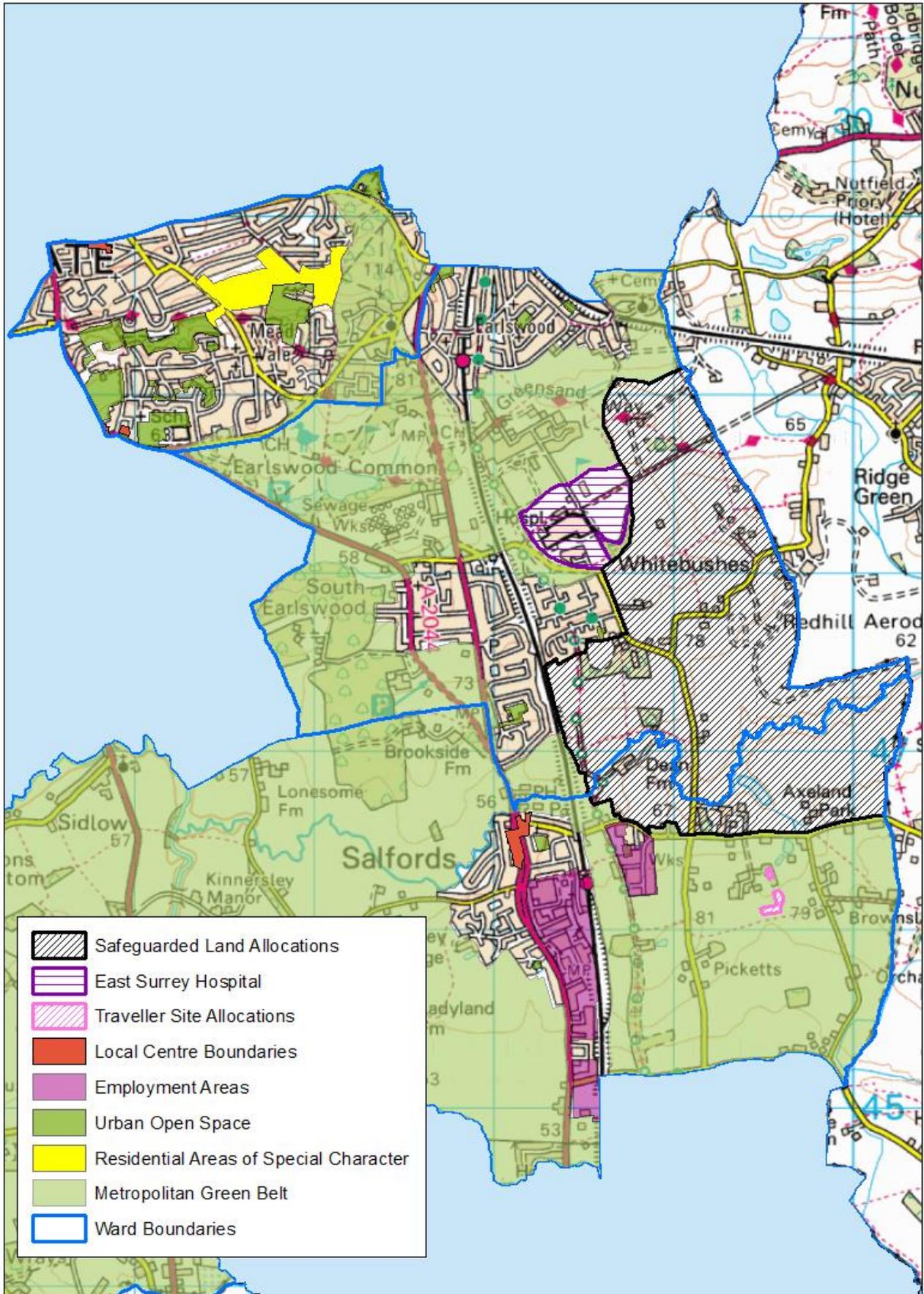
As well as the development sites and designations shown on the map, the DMP also contains a range of policies to guide how decisions on planning applications are made, including:

- Economic development, including in designated employment areas
- The design of new development, including within Residential Areas of Special Character
- Back garden land development
- The design of development access and parking
- Construction management

More information about these policies can be found in the [main DMP document](#), and in [topic fact sheets](#).

The DMP also identifies sites for urban extensions, to the east of Redhill, east of Merstham, south west of Reigate (Woodhatch) and around Horley. For more information about these, please see the Sustainable Urban Extensions Fact Sheet and relevant Area Fact Sheets, available [here](#).

Map of designations and development sites in Earlswood, Meadvale St Johns and Salfords and Sidlow



Designations:

Urban Open Space

- Redhill Common
- Allotments, Brambletye Park Road
- Recreation Ground, Ifold Road
- Bowling Green and part of Redhill Common
- Reigate School
- Pendleton Road
- Land at Arbutus Close
- Pond, Ivydene Close
- Dunottar School
- Salfords Primary School
- Land between Box Tree Walk & Willow Rd
- Canon UK
- Land to the rear of Juniper Close
- Land at Hazel Road/Hornbeam Road
- Recreation Ground, Mead Avenue
- Pond, Perrywood Business Park
- Pond, Harwood Park

Green Belt

- Land at Redhill Aerodrome safeguarded for potential development beyond the current plan period
- East Surrey Hospital site removed from the Green Belt

Local Centres

- Lesbourne Road, Reigate
- Brighton Road, Salfords

Employment Areas

- Perrywood Business Park
- Salfords Industrial Estate

Residential Area of Special Character

- High Trees Road, Reigate

[View all the designations and development sites on our Policies Map](#)

Frequently asked questions

How are Residential Areas of Special Character defined? RASCs are defined by their low density housing, spacious and open character and mature verdant landscaping. Our policy seeks to protect this special character by ensuring new development is carefully designed.

Why is safeguarded land being removed from the Green Belt at Redhill Aerodrome?

- The Core Strategy 2014 has tasked the DMP to examine the issue of “Safeguarded Land” to address a need for housing land for development beyond the end of the plan period. This is to consider longer term development needs and to avoid having to make more changes to the Green Belt boundary when the next Local Plan is developed, in line with national planning policy that seeks to establish permanence in sustainable Green Belt boundaries.
- The [Safeguarded Land report](#) explains this approach and assesses a number of sites across the borough, with the recommendation that the land at Redhill Aerodrome be safeguarded. The DMP explains that this land is being removed from the Green Belt and given a “safeguarded land” category, but will continue to be treated as Green Belt land for the purposes of controlling any new development until a new Plan is prepared (see DMP Policy MLS2 and Policy CS3 of the adopted Core Strategy for further details).
- **It is important to note that this is not a site allocation for housing at this stage:** development would only take place on this site if it is found suitable and allocated as a development site in a future review of the Local Plan as being consistent with the future need for new housing. If a future review of the Local Plan identifies the safeguarded site is not required then it will be appropriate to consider at the time of the Local Plan review whether the circumstances exist to reconstitute the site as Green Belt.

- As the site straddles both Reigate & Banstead and Tandridge, the site will be subject to Tandridge District Council also taking this large site forward in their Local Plan concurrently. They had consulted on this in their recent consultation on potential options for a Garden Village but it will not be known what decision they make on this site until after the Reigate & Banstead draft DMP has been submitted for examination.
- The Government has highlighted the benefits of sustainable Garden Villages which are being encouraged in other areas in countryside and in Green Belt locations. In order to advance the two councils would agree to work together and jointly plan in detail the Garden Village through for example an Area Action Plan. Such a plan would itself be subject to further detailed public consultation and a separate testing in a second independent Examination.
- Any potential development on the Aerodrome would need to secure a link road from the M23 to East Surrey Hospital to support the development of the site. As such, a wider extent than the Aerodrome itself has been included in the safeguarded land to recognise this strategic element and to afford the ability for control of the wider area. This is not an indication of what a site allocation would look like; a more detailed assessment is required in order to allocate any sites as part of a subsequent local plan review, which would define the actual scale of development and area required. However, it is prudent to safeguard a reasonably extensive area rather than safeguard an area that is too small, the latter of which could compromise comprehensive and sustainable development. The larger area will allow the Council to exercise control at a later stage over the landscape setting and secure the countryside context.

Why is the East Surrey Hospital site being removed from the Green Belt? East Surrey Hospital is a major medical facility, which is dealing with a rapidly expanding number of patients and a steadily increasing elderly population. The hospital has identified a need to expand in order to continue to provide high quality services to local people. Removing the site from the Green Belt facilitates this expansion. The boundary has been drawn tightly around the proposed expansion of the hospital, to ensure that development cannot continue to sprawl outwards from the site.

What is the Council doing to minimise parking problems? The DMP contains policies to ensure that sufficient parking provision is made on new development sites and that new development would not result in unacceptable levels of on-street parking demand in existing or new streets. Policy also requires new development to demonstrate that if it would result in the loss of existing car parking spaces that there is no need for these car parking spaces. This will help minimise the impact of new development on surrounding areas.

What can the Council do to control disruption caused as a result of construction works? Some of the disruptive impacts of construction fall outside the remit of planning, however the DMP contains a new policy to ensure that issues such as traffic impact, working times and remediation of damage caused are better managed in the future.

Have your say

If you would like to find out more, or comment on the Development Management Plan Regulation 19 document, please visit www.reigate-banstead.gov.uk/DMP. Alternatively contact the Planning Policy Team at LDF@reigate-banstead.gov.uk or 01737 276178