

# **APPENDICES**



**DERIVATION OF ALTERED POLICIES**

**APPENDIX 1**

<b>CHAPTER</b>	<b>POLICY</b>	<b>DERIVATION</b> <i>(existing = 1994 Plan)</i>
<b>3. PROTECTION OF CHARACTER</b>		
<b>Landscape and Nature Conservation</b>		
Special Areas of Conservation	Pc 2A	New
Sites of Special Scientific Interest (SSSIs)	Pc 2B	Part of existing Pc 2 updated
Sites of Nature Conservation Importance (SNCIs)	Pc 2C	New
Potential Sites of Nature Conservation (pSNCIs)	Pc 2D	New
Proposed Local Nature Reserves	Pc 2E	Part of existing Pc 2 updated
Regionally Important Geological Sites (RIGS)	Pc 2F	New
Local Nature Conservation Interest	Pc 2G	New
River Mole Open Setting	Pc 7	Existing Policy subsumed into Hr 38 in Chapter 14
<b>4. COUNTRYSIDE</b>		
<b>Metropolitan Green Belt</b>		
Setting and Maintenance of the Green Belt	Co 1	Existing Policy updated
Re-use and Adaptation of Rural Buildings	Co 3	Existing Policy updated
New Institutions	Co 4	Deleted
Development at Existing Institutional and other Establishments	Co 5	Deleted
Major Existing Developed Sites in the Green Belt	Co 6	Existing Policy updated
Horse Keeping	Co 7	Existing Policy updated

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<b>CHAPTER</b>	<b>POLICY</b>	<b>DERIVATION (existing = 1994 Plan)</b>
<b>Countryside Beyond the Metropolitan Green Belt</b>		
Countryside in the Horley Area	Co 8	Existing policy replaced by Hr 36 in Chapter 14
Gatwick Airport Open Setting	Co 9	Existing policy moved unaltered to Chapter 14 (Hr 37)
<b>5. HOUSING</b>		
<b>Housing – General</b>		
Affordable Housing on Unidentified Sites	Ho 2	New Policy incorporating part of existing Ho 2
Housing Provision on Unidentified Sites	Ho 3	New Policy incorporating existing Ho 3
Phasing of Unidentified Sites Design and Layout	Ho 3A Ho 9	New Existing Policy updated with new criteria (ii) and (iii) and amended criteria (x)
Housing Design and Making the Best Use of Land	Ho 9A	New Policy
<b>Housing outside Urban Areas</b>		
Replacement of Dwellings	Ho 24	Part of existing Policy Ho 24 updated
Extensions to Dwellings	Ho 24A	Part of existing Policy Ho 24 updated
Garages and other ancillary Domestic Curtilage Buildings including Stables and Loose Boxes	Ho 25	Deleted



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<b>CHAPTER</b>	<b>POLICY</b>	<b>DERIVATION (existing = 1994 Plan)</b>
<b>6. EMPLOYMENT</b>		
<b>Employment - General</b>		
Loss of Employment Land	Em 1A	New Policy incorporating part of existing Policy Em 8
<b>Employment in Employment Areas</b>		
General Approach	Em 8	First paragraph deleted and included in new Policy Em 1A
<b>7. SHOPPING</b>		
<b>Shopping in Town Centres</b>		
General Approach	Sh 1	Existing Policy amended.
Control of Class A2 and A3 uses in Redhill and Reigate Town Centres	Sh 7	Existing Policy amended and Horley Town Centre excluded.
Control of Class A2 and A3 uses in Horley Town Centre and Banstead Village Centre	Sh 8	Existing Policy amended and Horley Town Centre included.
<b>Shopping outside Town Centres</b>		
Retail Development outside Town Centres	Sh 14	Existing Policies Sh 14, 15 & 16 combined and updated.
<b>8. RECREATION</b>		
<b>Outdoor Recreation</b>		
Open Space in New Housing Developments	Re 6	Existing Policy amended

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<b>CHAPTER</b>	<b>POLICY</b>	<b>DERIVATION (existing = 1994 Plan)</b>
<b>10. UTILITIES</b>		
Flooding	Ut 4	Existing Policy amended
<b>11. MOVEMENT</b>		
<b>Vehicular Provision for New Development</b>		
Car Parking Strategy and Standards	Mo 7	Existing Policy updated and amended
Shared Parking Opportunities	Mo 8	Existing Policy amended
<b>14. HORLEY MASTER PLAN</b>		Existing Chapter amended and expanded.
<b>Introduction</b>		
		New
<b>General Policies</b>		
		New
General Policy on Comprehensive Approach	Hr 1	New
Parking Provision	Hr 2	Existing policy deleted
Local Flooding and Transportation Models	Hr 2A	New
Quality and Sustainable Development	Hr 2B	New
Infrastructure Contributions	Hr 3	New
Housing Provision		New
Land at Lumley Road and Albert Road, Horley	Hr 4	Deleted (completed)
Land at 133-143 Victoria Road, Horley	Hr 5	Deleted (completed)
Land at 67-81, Smallfield Road, Horley	Hr 6	Deleted (Was existing Ho 7.25)
Land at 121-123, Smallfield Road, Horley	Hr 7	Deleted (Was existing Ho 7.26)
Land at The Grove, Horley	Hr 8	New
Land at Whitmore Way, Horley	Hr 9	New, replaces employment allocation in existing Policy Em 9
Land at 1-19, Lee Street, Horley	Hr 10	Deleted (completed)
Land at Russells Crescent and Cheyne Walk, Horley	Hr 11	Deleted

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<b>CHAPTER</b>	<b>POLICY</b>	<b>DERIVATION (existing = 1994 Plan)</b>
Land at Mitchells Builders Yard and 24 Massetts Road, Horley	Hr 12	Deleted (completed)
Land at Wilgers Farm, Smallfield Road, Horley	Hr 13	Deleted
Land at Meath Green Lane, Horley (NW Sector)	Hr 14	New
Land at Bonehurst Road, Horley	Hr 15	Deleted
Land at Langshott and Lake Lane, Horley (NE Sector)	Hr 16	New
North side Victoria Road, Horley	Hr 17	New
Former Court Lodge Playing Fields, Horley	Hr 18	Deleted
Development in areas affected by Aircraft Noise	Hr 19	Part existing Ho 10 updated.
<b>Movement</b>		New
Public Transport	Hr 21	New
Interchange Facilities	Hr 22	New
Pedestrian and Cycle Routes	Hr 23	New
New Roads and Junction Improvements	Hr 24	New
<b>Horley Town Centre</b>		Updated and amended
Enhancing Vitality and Viability	Hr 25	New
Pedestrian Priority Area	Hr 26	Existing Hr 1 amended
Land between Albert Road and Lumley Road, Horley	Hr 27	Deleted (Was existing Hr 3 updated)
Central Car Park, Horley	Hr 28	Was part of existing Hr 4 and amended
Former Henry's Garage and 67-69 Victoria Rd Horley	Hr 29	Existing Hr 5 updated
High Street Car Park, Horley	Hr 30	Was part of existing Hr 4 and amended.
Land West of Horley Station fronting Victoria Road and 1,3,5,7 and 9 The Drive, Horley	Hr 31	New
Land at 1 and 1A The Drive and 2, 4, 6, and 8 Cheyne Walk, Horley	Hr 32	Deleted
<b>Recreation and Leisure</b>		New
Land allocations for Public Open Space	Hr 33	Sites 1 to 3 are new. Site 4 was existing Re 3.7.

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<b>CHAPTER</b>	<b>POLICY</b>	<b>DERIVATION</b> <i>(existing = 1994 Plan)</i>
Land allocation for Leisure Centre	Hr 34	New
Allotment Provision for Horley	Hr 35	New
<b>The Rural Surrounds of Horley</b>		Replaces Countryside beyond the MGB.
The Rural Surrounds of Horley	Hr 36	Replaces existing Co 8
Gatwick Airport Open Setting	Hr 37	Was existing Co 9
Riverside Green Chain	Hr 38	New
<b>Education Facilities</b>		New
Primary Schools	Hr 39	New
Secondary School Extension at Oakwood School	Hr 40	New
<b>Community Facilities</b>		New
Neighbourhood Centres	Hr 41	New
Healthy Living Centre	Hr 42	Deleted
Library and Community Information Centre	Hr 42A	New
<b>16. IMPLEMENTATION AND MONITORING</b>		
The need for monitoring	Im 1	Deleted
<b>GLOSSARY OF TERMS</b>		Updated

**NATURE CONSERVATION SITES**

**APPENDIX 2**

**SPECIAL AREAS OF CONSERVATION (SACs)**

**Site**

Mole Gap to Reigate Escarpment (Part)

**SITES OF SPECIAL SCIENTIFIC INTEREST (SSSIs)**

**Site**

Banstead Downs

Chipstead Downs (Banstead Woods)

Mole Gap-Reigate Escarpment (Part)

Reigate Heath

**SITES OF NATURE CONSERVATION INTEREST (SNCI)s**

**Site**

Area adjacent to Banstead Downs SSSI

Nork Park

Burgh Heath

Ruffett Wood Complex

How Hills Golf Course

Chiphouse Wood

Downs View Wood

Little Hurst Wood

Great Hurst Wood

Sandhill Wood

Banstead and Walton Heath

Gatwick Wood

Park Shaw

Grassland at Netherne Hospital

Grasscuts Shaw

Margery Wood

Gatton Park

Royal Alexandra and Albert School

Colley Copse/Colley Wood

Holmethorpe - Sandpits complex

Earlswood & Redhill Common

Slipshatch Wood

Three Arch Road

New Pond Farm/Felland Copse

Burnt Oak Farm

Home Grove

Petridgewood Common

Crutchfield Copse

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Bolters Wood, Horley  
Meath Green Sewage Works  
Wheatfield Marsh  
Brook Wood, Langshott  
Old Cricket Ground, Horley  
The Roughts, Horley

### **POTENTIAL SITES OF NATURE CONSERVATION INTEREST (pSNICs)**

North of Barn Grove  
East of Hengest Farm  
South of Fairlawn Grove  
The Shrubbery  
Scratch Wood  
Great Solom's Wood  
The Grove  
Star Shaw  
Furzefield Wood  
Coldroast Shaw  
Fox Shaw  
Bugspit Shaw  
Boars Green Shaw  
Furzefield Shaw  
Marling Glen Wood  
Walton Park Wood  
Jubilee Plantations (2) East of Markedge  
Lane  
Jubilee Plantations, Crossways Lane  
Nurseries (Colley Lane)  
Woodland at Farm (Littleton Manor  
Farm)  
East Surrey Hospital  
Redhill Aerodrome  
Brick Field, Green Lane  
Woodland, south of Greenwood Drive  
The Plantation, Masons Bridge Road  
Benting Wood  
Perry Wood and Path  
Bush House Copse  
Collendean Copse  
Woods west of Crutchfield Copse  
Woodland north west of Peeks Rough  
Farm, Horley  
Royal Earlswood Hospital

### **DECLARED LOCAL NATURE RESERVES**

Reigate Heath  
Earlswood Common

**PROPOSED LOCAL NATURE RESERVES**

Langshott, Horley  
Bolters, Horley  
Lee Street, Horley

**REGIONALLY IMPORTANT GEOLOGICAL SITES (RIGS)**

**Site**

Park Lane, Reigate  
Tunnel Road, Reigate  
Lavender's Sand Pit/Cockshot Hill  
Sand Pit, Reigate

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**PARKING STANDARDS**

**APPENDIX 3**

**Introduction to the standards**

- 1 The numerical standards set out below were adopted by the Borough Council on June 26 2003. They are based on those in the Surrey County Council document titled '*A Parking Strategy for Surrey, March 2003*', for which the County Council carried out extensive consultation which included the Borough Council. The new car parking standards operate as maximum standards for all new developments, and replace those in the Borough Local Plan 1994. The standards have been reviewed by the County Council so as to comply with national policy guidance, including the review of Planning Policy Guidance 13 on Transport, Planning Policy Guidance 3 on Housing and Regional Planning Guidance in RPG9.
- 2 The standards are based on extensive research involving surveys and interrogation of databases such as TRICS, traffic impact assessment reports, the County planning appeals system and other literature on specific parking issues and studies undertaken. In a very limited number of cases particular local circumstances have been taken into account, resulting in changes between the Borough's adopted standards and those contained in the County Strategy.
- 3 The borough has not yet been divided into "Parking Areas" as defined in the County Strategy. This process will be carried out following a comprehensive review of on-street parking controls by the County Council. This will be commenced after the introduction and establishment of Decriminalised Parking Enforcement. Until then, the standards set out below will be operated without any percentage reduction.

**Minimum operational parking standards**

- 4 Minimum operational levels of parking are required to cater for essential trips which cannot be made by public transport, including provision for essential building maintenance and security staff. The applicant for planning consent must demonstrate a special need for such parking provision, which will not include commuter or visitor parking. In addition, parking spaces should be designated specifically for disabled drivers. In general, 5% of the parking spaces determined by the standard should be allocated for use by the disabled, although in areas of high restraint a minimum standard has been set. In all cases at least one space for the disabled must be provided.
- 5 The definition of operational parking for Surrey should include the following:
  - provision for people with disabilities
  - provision for servicing (to include maintenance & deliveries)
  - provision for pool cars (if necessary for the operation of the activity)

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- an allowance for the special needs of particular car-based activities (e.g. vehicle repair garages, tyre centres)
- an allowance for people working unsocial hours (i.e. security guards)

Parking for visitors (other than those with disabilities) and employees (other than those with disabilities and those working unsocial hours) should not be considered operational.

### **The maximum standards – general notes**

- 6 The level of parking to be provided for all new developments or changes of use is set out in the following Schedule of Parking Standards. For non-residential developments, parking spaces should be provided either on-site or in marked bays on roads constructed within the development. Parking spaces in public car parks may be utilised subject to these not being additional to the standard and not compromising short stay availability. Residential parking spaces should be provided either in garages, on hardstanding or in marked bays adjacent to the highway. On-street spaces may be included within the standard provision provided that these do not compromise the safety or operation of the highway.
- 7 Maximum standards will be applied for residential developments of 20 dwellings and above to comply with the general guidance set out in PPG3: Housing. PPG13 Transport states that maximum parking standards should be set for all forms of development. PPG3 states that the standard for residential development should be set to achieve on average a maximum of 1.5 spaces per dwelling unit. For most forms of market housing the general guideline should be:  
  
1.0 car space per 1 bedroom dwelling unit } Provided they result  
1.5 car spaces per 2 bedroom dwelling unit } in 1.5 on average  
2.0 car spaces per 3 bedroom dwelling unit } across the local authority area
- 8 These numerical variations assume that an average 1.5 spaces per dwelling can be achieved overall. However, it is unrealistic to expect that small developments with dwellings of 3 bedrooms or more will meet this standard. Indeed, in some parts of Surrey, applications for large houses, each within their own sometimes extensive curtilage and away from good public transport facilities, include double garages and room for parking four or more cars. Clearly, this new maximum standard could not be strictly imposed on any such proposal.
- 9 There should be an acceptable threshold above which the new maximum standard of 1.5 spaces should be capable of achievement. As stated in paragraph 7 above, this is considered to be at 20 dwellings and above. It should be possible through a mix of dwelling types to set the overall parking standard at this level. A common sense approach must be taken in applying an appropriate provision. Below the threshold, there should be flexibility and the maximum standard would only be advisory to comply with the general guidance in PPG3.

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- 10 In a town centre location and where sites offer good accessibility to public transport, the maximum standard should be applied rigidly.
- 11 Principles for dealing with car parking within layout design are set out in 'Surrey Design-A Strategic Guide for Quality Built Environments'. The guide stresses that in housing developments, 'emphasis must be on creating places and streets for people rather than on design solutions that are rigidly tailored to the geometric movement requirements of vehicles, whether moving or stationary.' By careful design of the space around dwellings, it should be easier to accommodate a reduced overall provision of 1.5 car parking spaces per dwelling within a layout without allowing car parking to dominate. It is recognised that in some cases, this may mean a combination of assigned and unassigned spaces.
- 12 Just as important is the design of the highway layout to accommodate an element of unassigned spaces for cars that will need to be parked on surrounding streets rather than on the curtilage. In most cases, to achieve a maximum standard, it will be necessary to 'design out' an element of assigned off-street spaces. It is possible that a design layout may make it necessary to introduce a Controlled Parking Zone. In such cases the boundary with any existing residential area will need to be treated sensitively.
- 13 As stated earlier, all standards are subject to minimum operational and disabled requirements being met. The non-residential standards should be applied to the floor area or part thereof. The minimum requirement in all cases is therefore one space.
- 14 Standards for lorry spaces are given as indicative figures and actual provision should meet minimum operational requirements.
- 15 Cycle and motor cycle standards are given for individual land use classes. These are minimum standards. For the design and layout of cycle parking facilities refer to the Surrey County Council, 'Cycle Facility Design Guide'.
- 16 Floor areas referred to throughout these standards relate to the gross floor area (GFA) in square metres as ascertained by external measurement of the building unless otherwise stated. Reference to the types of development conforms to the Use Classes specified in the Town and Country Planning (Use Classes) Order 1987 as amended by the General (Amended) Development Order 1995.

### ***A1 Retail***

Food or non-food retail      1 car space per 30 sq m  
(up to 500 sq m)  
(e.g. small parades of  
shops serving the local  
community)

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Food or non-food retail (up to 1,000 sq m)	1 car space per 25 sq m  1 lorry space per 500 sq m
Food retail (greater than 1,000 sq m)	1 car space per 14 sq m 1 lorry space per 500 sq m For stores greater than 2,500 sq m 1 lorry space or goods bay per 750 sq m. For stores greater than 5,000 sq m 1 lorry space or goods bay per 1,000 sq m
Open air markets	6 car spaces per vendor
DIY store without garden centre	1 car space per 25 sq m open and covered display area plus 1 lorry space per 500 sq m
Garden centres	1 car space per 25 sq m open and covered display area plus 1 lorry space per 500 sq m
Retail parks	1 car space per 25 sq m plus 1 lorry space per 500 sq m
Other uses	1 car space per 25 sq m plus 1 lorry space per 500 sq m
<b><i>A2 Financial and professional services</i></b>	
Banks, building societies, estate agents and other agencies, betting shops	1 car space per 30 sq m
<b><i>A3 Food and drink</i></b>	
Restaurants and cafes, wine bars and public houses and licensed clubs	1 car space per 6 sq m
<b><i>B1 Business use</i></b>	
Offices	1 car space per 30 sq m
Business parks	1 car space per 30 sq m
Light industrial, high technology, science parks and research	1 car space per 30 sq m

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parks

### ***B2 General industrial***

General industrial use      1 car space per 30 sq m

### ***B8 Storage and distribution***

Warehouse – storage      1 car space per 100 sq m plus 1 lorry space per 200 sq m

Warehouse – distribution      1 car space per 70 sq m plus 1 lorry space per 200 sq.m

Cash and carry      1 car space per 30 sq m plus 1 lorry space per 200 sq m

***C1 Hotels, hostels, guesthouses and bed & breakfast accommodation***      1.5 car spaces per bedroom (may be reduced to 1 car space per bedroom if other facilities such as bars, restaurants and function rooms are not open to non-residents) plus 1 coach space per 100 bedrooms.

Residential hostels      1 car space per 3 residents

### ***C2 Residential institutions***

Old people's homes      1 car space per 5 residents

Hospital      1 car space per 4 staff plus 1 car space per 3 daily visitors

Student hostel      1 car space per 5 students and 1 car space per member of staff

Nursing homes      Individual assessment

Residential schools      1 car space per 2 members of staff

### ***C3 Dwelling houses***

1 bedroom unit      1 car space

2 bedroom unit      1.5 car spaces

3 or more bedroom unit      2 car spaces

Elderly (sheltered)      1 car space per 1 or 2 bedroom dwelling unit (self-contained)

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0.5 car space per dwelling unit (communal)

***D1 Non-residential institutions***

Day nurseries/crèches 0.75 car spaces per member of staff plus 0.2 spaces per child.  
(Note: Staff provision to be based on actual full time and part time numbers)

Doctors' practices 1 car space per doctor, 1 car space per 2 ancillary staff and 2 spaces per consulting room

Dentists' practices 3 car spaces per consulting room

Veterinary practices 4 car spaces per consulting room

Libraries, museums and art galleries 1 car space per 30 sq m

Public halls licensed for entertainment. 1 car space per 3 persons or per 3 seats or per 20 sq m

Unlicensed youth and community centres and Scout huts etc.

Places of worship 1 car space per 10 seats (Where is likely that the congregation will be drawn from a wide area, additional spaces may be required).

**Schools and Colleges**

New schools or those where expansion is proposed will be requested to develop and monitor 'School Transport and Development Plans' with the assistance of SCC.

*Car parking:* only operational requirements should be provided for, together with overflow parking on hard play areas for community uses. Pupil parking and drop off /pick up areas are discouraged as this encourages car usage (except on existing sites where any further on street parking will reduce highway safety or emergency access). However, all other measures to discourage parking will be considered first and could include car sharing, staggered opening and closing times, parking restrictions etc. A parking management plan should be prepared and submitted as an integral part of any planning application.

*Coach/Bus parking:* on all new school sites where it is likely that pupils will travel to and from school in coaches, sufficient space should be reserved to allow coaches to enter the site, drop off and pick up pupils. Where appropriate, bus stops, bays, bus borders, seating and shelters shall be provided on the highway by the applicant.

*Cycling:* provision of cycle parking will be a condition of any new or expanded school. Wherever possible, improvements to cycle routes/safety measures should be sought by the applicant.



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### ***D2 Assembly and leisure***

*The following standards are applicable to the normal use of premises. Where special uses are intended or special circumstances apply, additional parking spaces may be required.*

Theatres, cinemas, bingo clubs, dance halls and clubs	1 car space per 5 persons as licensed (1 car space per 3 persons if less than 1,000 sq m).
Conference centres	1 car space per 5 seats (1 car space per 3 seats if less than 1,000 sq m)
Exhibition halls	1 car space per 6 sq m
Stadia	1 car space per 15 seats.
Multi-activity health clubs or leisure centres	Individual assessment
Tennis and Badminton Clubs	4 car spaces per court
Squash Clubs	2 car spaces per court
Marinas and water sports	3 car spaces per hectare of water area
Field sports clubs	1 car space per 2 playing participants
Golf clubs and driving ranges	1 car space per 0.3 holes or per driving bay
Equestrian centres	1 car space per stable
<b><i>Other uses</i></b>	
Pick your own fruit farms	9 car spaces per hectare of PYO farm land
Vehicle repair, garage and spares stores	1 car space per 20 sq m
Car sales establishments	1 car space per 50m <sup>2</sup> car display area
Exhaust and tyre centres	1 car space per 0.3-0.5 bays
Mixed uses - town centres	Individual assessment
Mixed uses - out of town	Individual assessment

***Parking for disabled drivers***

General advice is included in 'Parking for Disabled People' and 'PPG13 Good Practice Guide', both published by the former Department for the Environment, Transport and the Regions (DETR). Detailed advice on the preferred location and dimensions for disabled parking bays is included in 'Surrey Design-a Strategic Guide for Quality Built Environments' published by SCC. Regard should also be had to advice published in 'Reducing Mobility Handicaps' by the Institution of Highways and Transportation.

For non-residential developments, 5% of parking spaces should be allocated for disabled persons. In areas of high parking restraint this may not give sufficient spaces, hence a minimum standard of one space per 750 sq m should be provided in zone types 1 and 2. In all cases, parking for the disabled should be sufficient to meet demand.

Car parking spaces for people with disabilities should be larger than usual to enable a wheelchair user to transfer easily to and from a car, and thus should have minimum dimensions of 5.0m x 3.6m. They should be located close to an accessible entrance, preferably the main entrance. The entrance should be ideally under cover, clearly signed and not more than 50m from the designated parking spaces.

***Cycle and Motor Cycle Parking***

The following table is published by the London Cycle Network in their Design Manual and is a good basis for determining the minimum number of cycle parking spaces to be provided.

*Transport*

Rail Stations	5 cycle and 5 motor cycle spaces per peak period train
Bus Stations	2 cycle and 2 motor cycle spaces per 100 peak period passengers

The following guidelines should also be noted:

At least one 'Sheffield' type stand should be provided per 20 car parking spaces, subject to a minimum of 2 stands being provided.

Stands should be located within 20 metres of the access to the premises, which they serve.

Stands provided in a group should be undercover, lit, secure and adequately signed.

Cycle parking may be waived for developments of less than 250 sq m gross floor area (GFA) if adequate provision is available within 20 metres of the building access.

Cycle parking is not required for petrol filling stations, motor vehicle service facilities and transport cafes.

<b>Location</b>	<b>Land Use/Category</b>	<b>Location</b>	<b>Cycle Parking Standard</b>
Places of Work	B1/A2	Business Offices, Services	1 space per 125 sq.m. with minimum of 2 spaces
	B1	Light Industrial	1 space per 250 sq.m. with minimum of 2 spaces
	B2, B7	General Industrial	1 space per 500 sq.m. with minimum of 2 spaces
	B8	Warehouses	1 space per 500 sq.m. with



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Shopping	A1	Food Retail	minimum of 2 spaces Out of town 1 space per 350 sq.m. Town centre/local shopping centre 1 space per 125 sq.m.
	A1	Non-food Retail	Out of town 1 space per 1500 sq.m. with minimum of 4 spaces. Town centre/local shopping centre 1 space per 300 sq.m..
	A1	Garden Centre	1 space per 300 sq.m. with minimum of 2 spaces
Educational	D1	Primary Schools	1 space per 10 staff and 1 space per 20 students
	D1	Secondary Schools	1 space per 10 staff/students
	D1	University, Colleges	1 space per 8 staff/students
Entertainment	A3	Pubs, Wine Bars	1 space per 100 sq.m. with minimum of 2 spaces
	A3	Fast food takeaway	1 space per 50 sq.m. with minimum of 2 spaces
	A3	Restaurants, cafes	1 space per 20 seats with a minimum of 2 spaces
	D2	Theatres, cinemas	1 space per 50 seats with a minimum of 2 spaces
	D2	Leisure, sports centres, swimming baths	1 space per 10 staff plus 1 space per 20 peak period visitors
Housing	C2	Student accommodation	1 space per 2 students
Community	C3	Flats	1 space per unit
	D1	Doctor & dentist Surgeries, health centres & clinics	1 space per 5 staff plus 1 space per 5 visitors
	D1	Libraries	1 space per 10 staff plus 1 space per 10 visitors
Community	C2	Hospital	1 space per 5 staff plus 1 space per 10 visitors



<b>RESIDENTIAL AREAS OF SPECIAL CHARACTER</b>	<b>APPENDIX 4</b>
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**GROSS DENSITY CALCULATIONS (1989)**

**1. WALPOLE AVENUE, CHIPSTEAD**

Area	20.67 ha. (51.09 acres)
No. of Houses	59
Average Plot Size	0.35 ha. (0.87 acres)

**2. THE AVENUE, TADWORTH**

Area	7.37 ha. (18.22 acres)
No. of Houses	22
Average Plot Size	0.34 ha. (0.83 acres)

**3. THE WARREN AND THE GLADE, KINGSWOOD**

Area	179.81 ha. (444.34 acres)
No. of Houses	554
Average Plot Size	0.32 ha. (0.80 acres)

**4A. NURSERY ROAD, WALTON-ON-THE-HILL**

Area	21.31 ha. (52.66 acres)
No. of Houses	63
Average Plot Size	0.34 ha. (0.84 acres)

**4B. HURST DRIVE, WALTON-ON-THE-HILL**

Area	21.31 ha. (52.66 acres)
No. of Houses	64
Average Plot Size	0.34 ha. (0.84 acres)

**5. PILGRIMS WAY AND BEECH ROAD, REIGATE**

Area	28.56 ha. (70.56 acres)
No. of Houses	98
Average Plot Size	0.29 ha. (0.72 acres)

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**6. ALMA ROAD AND ALDERS ROAD, REIGATE**

Area	14.94 ha. (36.91 acres)
No. of Houses	61
Average Plot Size	0.25 ha. (0.61 acres)

**7. HIGH TREES ROAD, REIGATE**

Area	13.12 ha. (32.42 acres)
No. of Houses	45
Average Plot Size	0.29 ha. (0.72 acres)

**8. MEATH GREEN LANE, HORLEY**

Area	1.87 ha. (4.62 acres)
No. of Houses	7
Average Plot Size	0.27 ha. (0.66 acres)

**NOTES:**

- 1. The area of the BBC site at Kingswood Warren is excluded from No.3, as its inclusion would unduly influence the overall figure.*
- 2. No calculation has been undertaken in respect of Merrywood Park, Reigate, as it does not comprise individual plots.*

The following maps identify the current Flood Zones outside Horley, which are described below in more detail.

The Horley Flood Study 2004 covers the Horley area and is shown on the Proposals Map – South Sheet. This provides more detailed local information than the national Flood Zones. Also shown on that sheet is the worst case historical flood extent in Horley, for which the extent may not have been recorded at the peak of the flood event, or if some areas do not fall within the flood extent envelopes this could be due to no information having been recorded in the area, as opposed to these areas not flooding.

#### **Flood Zones**

Flood Zones are indicative flood maps produced by the Environment Agency. They are used by local planning authorities for consultation with the Agency on development proposals that are at risk from flooding, in accordance with PPG25 – Development and Flood Risk (2001). These zones show the extent of the natural floodplain as if there were no flood defences or certain other manmade structures and channel improvements. There are two different kinds of areas shown:

**Flooding from rivers without defences** - this area could be flooded from a river by a flood that has a 1% (1 in 100) or greater chance of happening.

**Extent of extreme flood** – the additional extent of an extreme flood from rivers. These outlying areas are likely to be affected by a major flood, with up to a 0.1% (1 in 1000) chance of occurring each year.

To check for the latest information please visit [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk).

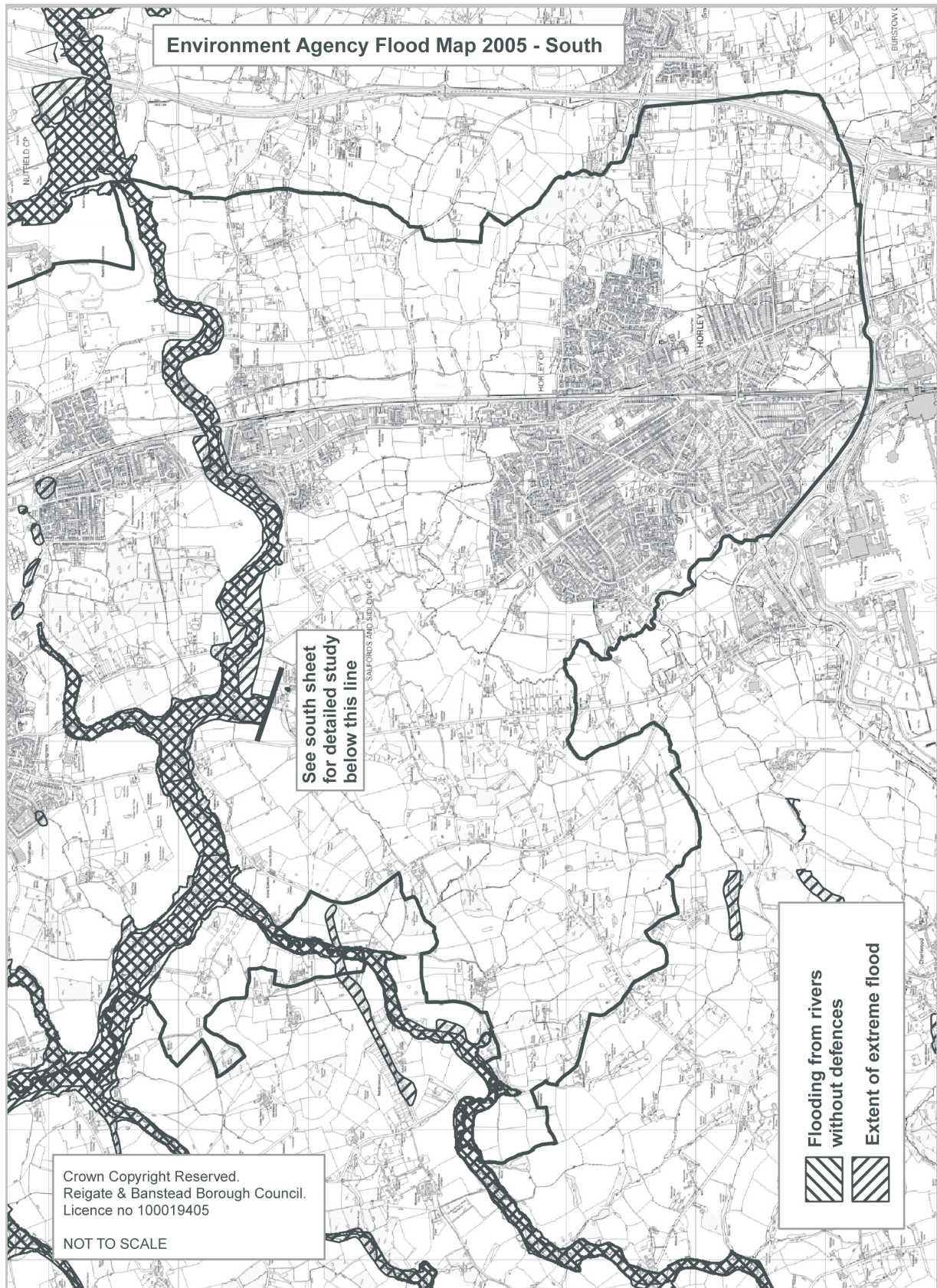


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**HORLEY THUMBNAIL SKETCHES**

**APPENDIX 6**

**A. Thumbnail Sketches of Housing Allocation Sites in Horley**

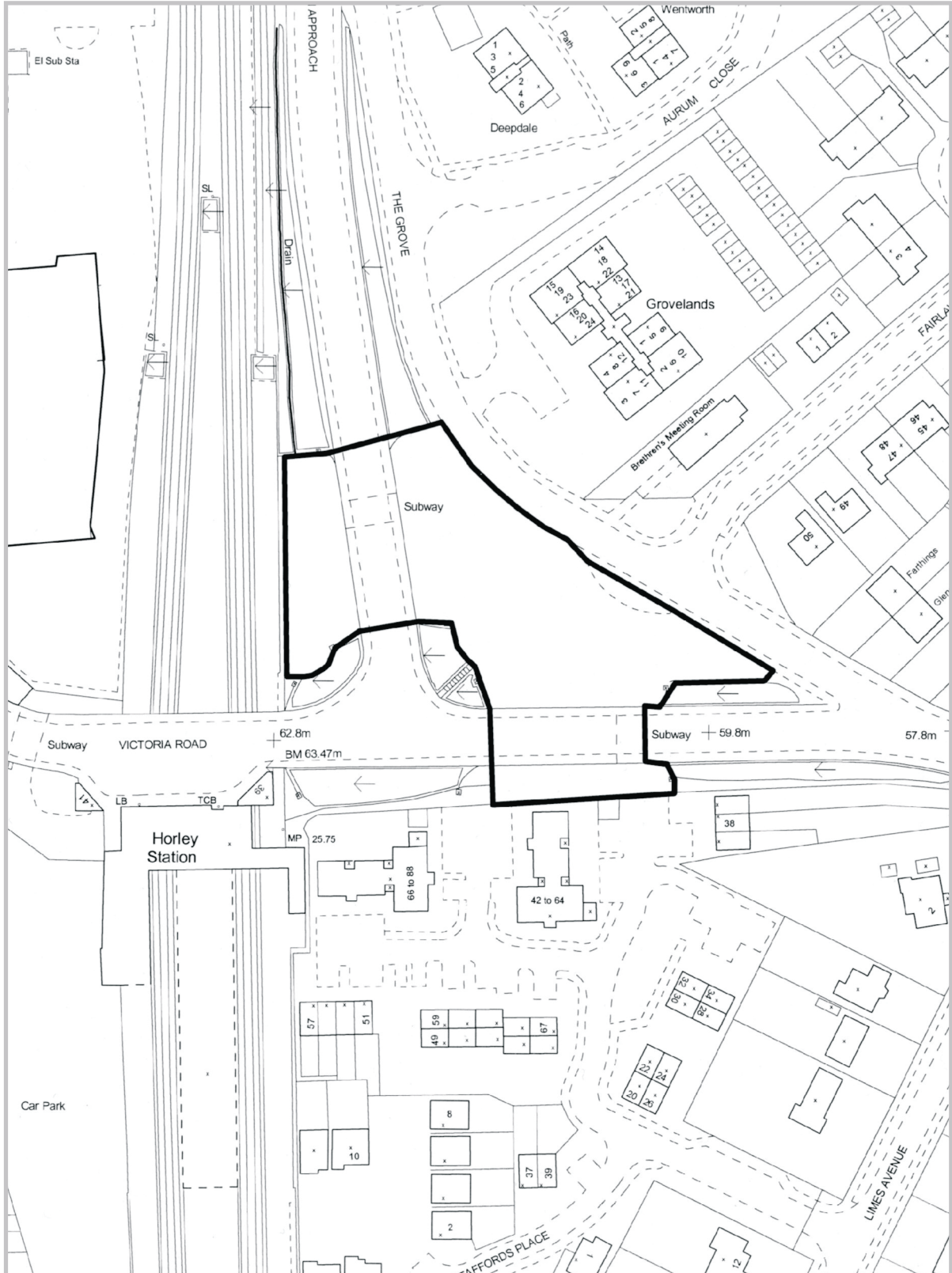
Hr 8	Land at The Grove, Horley
Hr 9	Land at Whitmore Way, Horley
Hr 17	North side Victoria Road, Horley

*NB. Estimated net capacity means the total number of new dwellings to be provided less any existing dwellings to be demolished.*

*The following site plans should not be relied upon for scaling purposes.*

*Reigate & Banstead Borough Local Plan 2005*

SITE REFERENCE	Hr 8
SITE ADDRESS:	The Grove, Horley
ESTIMATED NET CAPACITY:	30 units
AREA:	0.45 ha (1.11 acres)
OWNERSHIP:	Flightparks Limited and Network Rail
EXISTING USE:	Off airport car parking
CONSTRAINTS:	Potential noise problems from the railway
ACCESS:	From The Grove
DESIGN CONSIDERATIONS	The sites proximity to the railway station and the Town Centre and the tight location lends itself to a high density one or two bedroom flats development. The building or buildings should front The Grove with parking to the rear of the site possibly spreading under the existing railway arches. The parking standard required will be one space per unit irrespective of number of bedrooms, reflecting its central location. Three storeys will be acceptable with the further possibility of rooms in the roof.
SPECIAL CONSIDERATIONS	<p>An important aim of the Public Transport Strategy requires the construction of a roundabout on the raised carriageway to the south of the site to enable buses to be turned (see Policy Hr 22). Any proposal therefore will need to safeguard this land for highway improvements.</p> <p>The site is considered suitable for affordable housing and a minimum of 8 units must be provided on site.</p> <p>The site will be subject to the payment of Infrastructure Contributions.</p>



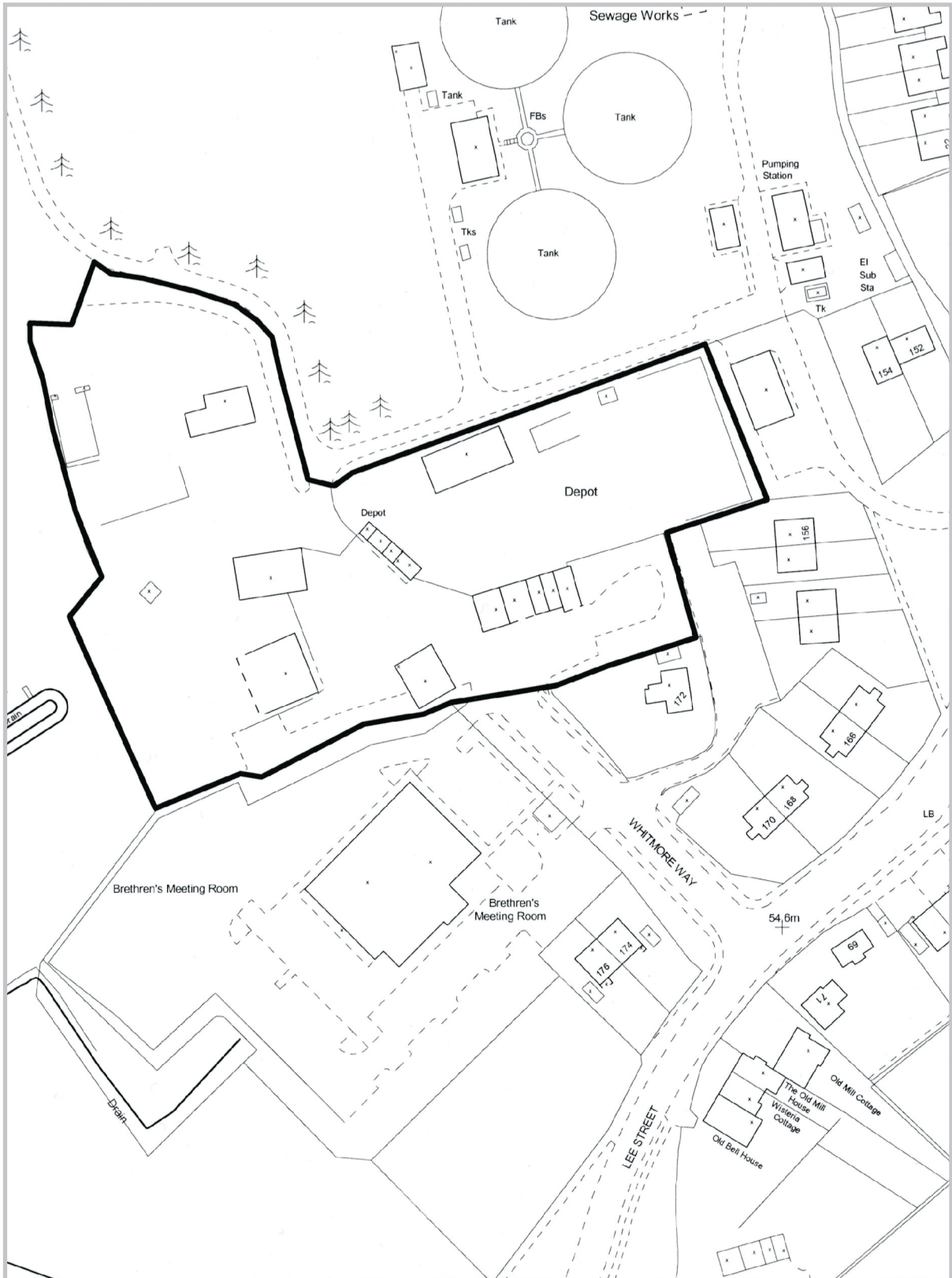
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NOT TO SCALE

### Land at The Grove, Horley

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SITE REFERENCE	Hr 9
SITE ADDRESS:	Depot Site, Whitmore Way, Horley
ESTIMATED NET CAPACITY:	32 units
AREA:	1.07 ha.
OWNERSHIP:	Reigate and Banstead Borough Council.
EXISTING USE:	Vacant industrial/storage use.
CONSTRAINTS:	Thames Water Utilities Limited has right of way to the sewage treatment works; flood risk.
ACCESS:	Via Whitmore Way
DESIGN CONSIDERATIONS	<p>The site is suitable for a mix of dwelling sizes. In terms of density the west of the site will need to respect the open countryside and the Riverside Green Chain to the west as it represents the edge of the urban development. 172 Lee Street, immediately to the south, is a Grade II listed building. The entrance to the site could be enhanced to restore the historic linkages of 172 Lee Street and 71-77 Lee Street. The layout will also need to consider the adjacent sewage treatment works which may be redeveloped for housing in the medium to long term. Potential access to this site should therefore be an integral part of the layout.</p> <p>The development of the Depot site may be improved if the western boundary is adjusted. This needs to be further investigated with Thames Water Utilities.</p>
SPECIAL CONSIDERATIONS	<p>The site is considered suitable for affordable housing in respect of its size and location and a minimum of 8 units must be provided on site.</p> <p>Childrens play space will be required on site. The site will be subject to the payment of Infrastructure Contributions.</p>



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**Land at Whitmore Way, Horley**

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SITE REFERENCE	Hr 17
SITE ADDRESS:	Land on the North side of Victoria Road Horley including the Library and 13-19 Kings Road.
ESTIMATED NET CAPACITY:	68 units (75 gross)
AREA:	0.82 ha (2.03 acres)
OWNERSHIP:	Surrey County Council, Surrey Police, private owner occupiers
EXISTING USE:	Community and residential uses
CONSTRAINTS:	The relocation of the library to a site within the Town Centre
ACCESS:	From Victoria Road
DESIGN CONSIDERATIONS	The site is situated just to the west of the edge of the Town Centre. It is the Council's intention to increase the density of development on the site with a mixture of apartments and town houses. The commercial uses to the west of the site and the 3 storey flats to the east allow for high density apartments fronting Victoria Road. These may be 3-3 ½ stories in height. Building heights should decrease moving north as the site abuts relatively long residential rear gardens.
SPECIAL CONSIDERATIONS	<p>The granting of planning permission will be subject to the satisfactory relocation of the library to a more central Town Centre site.</p> <p>The site is considered particularly suitable for affordable housing. At least 25% of the net number of new dwellings should be affordable units.</p> <p>There is to be an on-site requirement for a small childrens playing space (LAP). The site will be subject to the payment of Infrastructure Contributions.</p>





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**North side of Victoria Road, Horley**



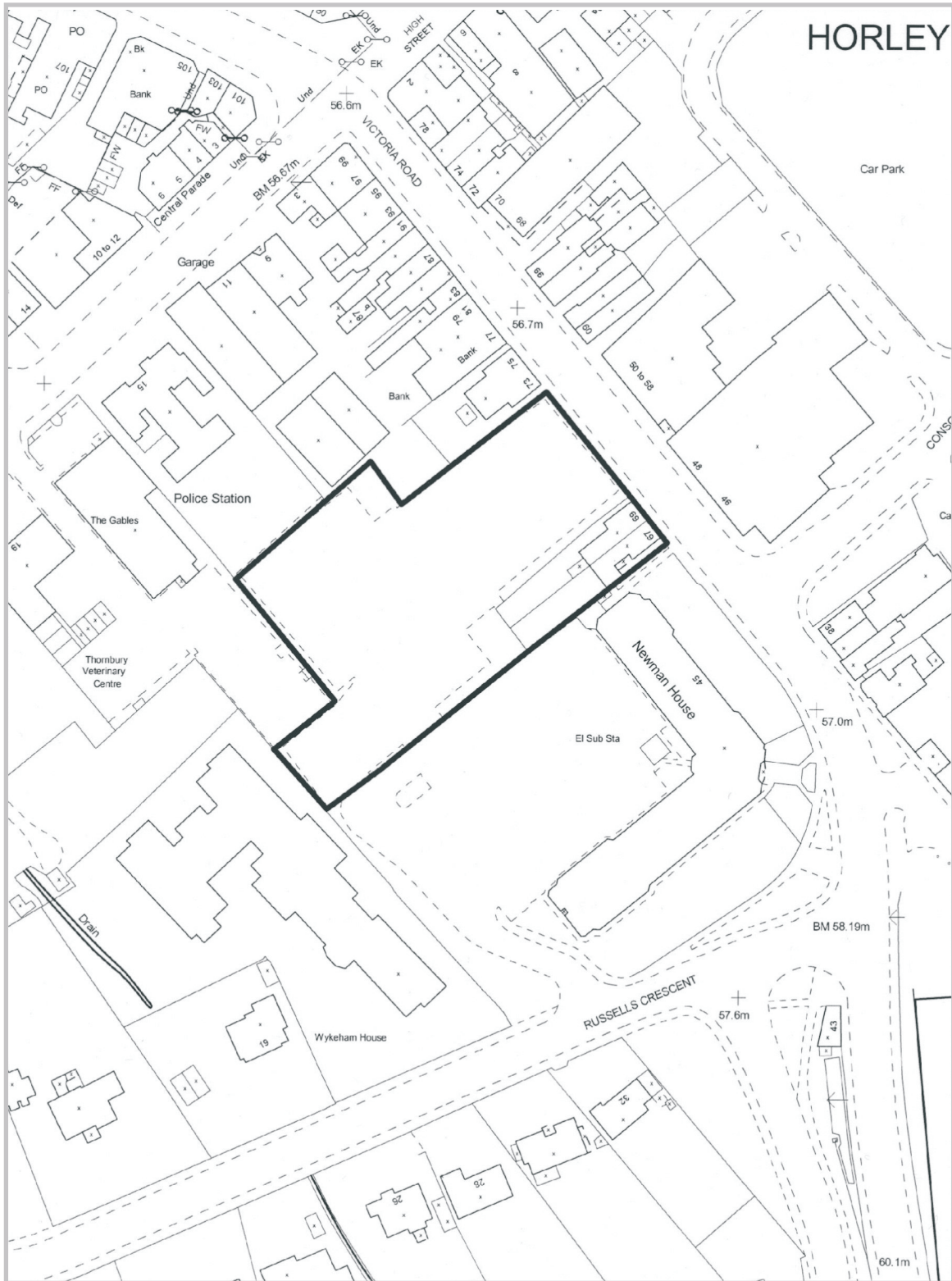


**B. 'Thumbnail' Sketches for Commercial/Residential Sites within Horley Town Centre.**

Hr 29	Former Henry's Garage site and 67-69 Victoria Road, Horley
Hr 30	High Street Car Park, Horley
Hr 31	Land West of Horley Station fronting Victoria Road

*Reigate & Banstead Borough Local Plan 2005*

Ref	Hr 29
Address	Former Henry's Garage site and 67-69 Victoria Road , Horley
Ownership	Legal and General Assurance Society and others
Area	0.42ha (1.04 ares)
Proposed use	Office
Quantity	2500 m2 of office floor space
Parking	1 per 35 sq m
Access	From Victoria Road
Design Considerations	<p>The development of a free standing 2 ½-3 storey office block of modern design should be set back from Victoria Road on the building line set by the neighbouring property Newman House. This will enable a bus stop and layby to be provided clear of the existing highway.</p> <p>The Office Parking provision is to be designed in such a way as to be available to the public at weekends and Bank holidays.</p>
Special Considerations	Commercial occupiers will be required to produce a Green Transport Plan to the satisfaction of the Borough Council. This will be secured by a s106 agreement.



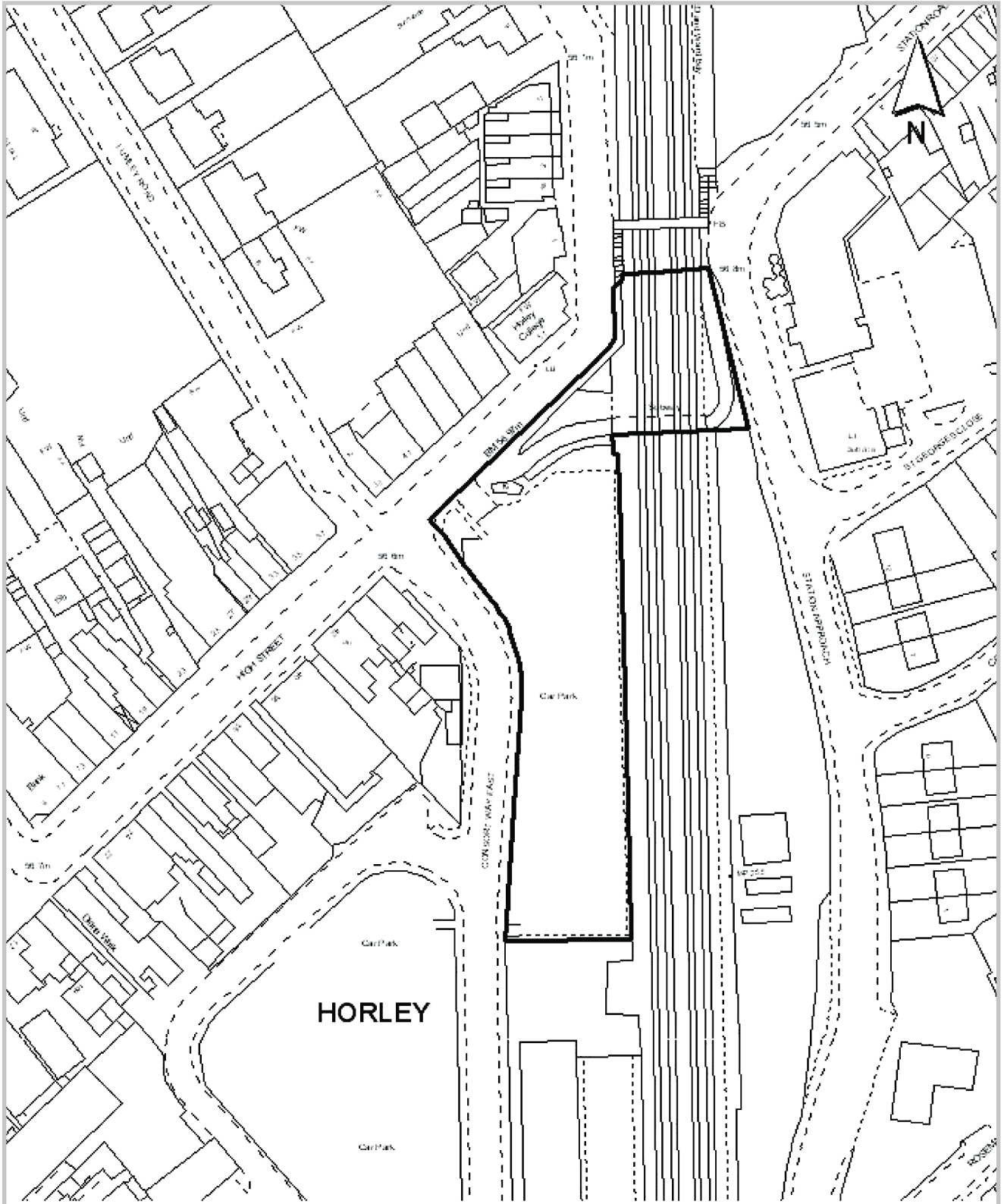
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**Former Henry's garage site and 67 – 69 Victoria Road, Horley**

*Reigate & Banstead Borough Local Plan 2005*

Ref	Hr 30
Address	High Street Car Park, Horley
Ownership	Reigate and Banstead Borough Council, Network Rail, SCC
Area	0.43 ha (1.06 acres)
Proposed use	Mixture of office, retail or community uses and communal amenity space
Quantity	3250 m <sup>2</sup> of office floor space 560 m <sup>2</sup> of A3 retail or community use floorspace
Parking	1 per 35 m <sup>2</sup> (For the sizes indicated approximately 90 office spaces will be required.) A reduced requirement is justified given the sites proximity to Town Centre and alternative modes of transport.
Access	From Consort Way East
Design Considerations	This development is to contribute to 4 important urban design solutions. Firstly it is to act as a barrier to the railway line both visually and in terms of noise. This will help create a better sense of enclosure for the central car park. Secondly it will create a focal point at end of High Street which at present ends depressingly at the railway line. Thirdly it presents the opportunity of creating a substantial public space with adjacent A3 or community use that could do much for the vitality of this end of the Town. Finally, the existing subway will be remodelled to improve access to and from the town centre.
Special Considerations	The Office Parking provision is to be designed in such a way as to be available to the public at weekends and Bank holidays.  Any proposal will be required to make and fund improvements to the subway on both sides of the railway.  A new home needs to be secured for the Saturday Market prior to development commencing.  Commercial occupiers will be required to produce a Green Transport Plan to the satisfaction of the Borough Council. This will be secured by a s106 agreement.



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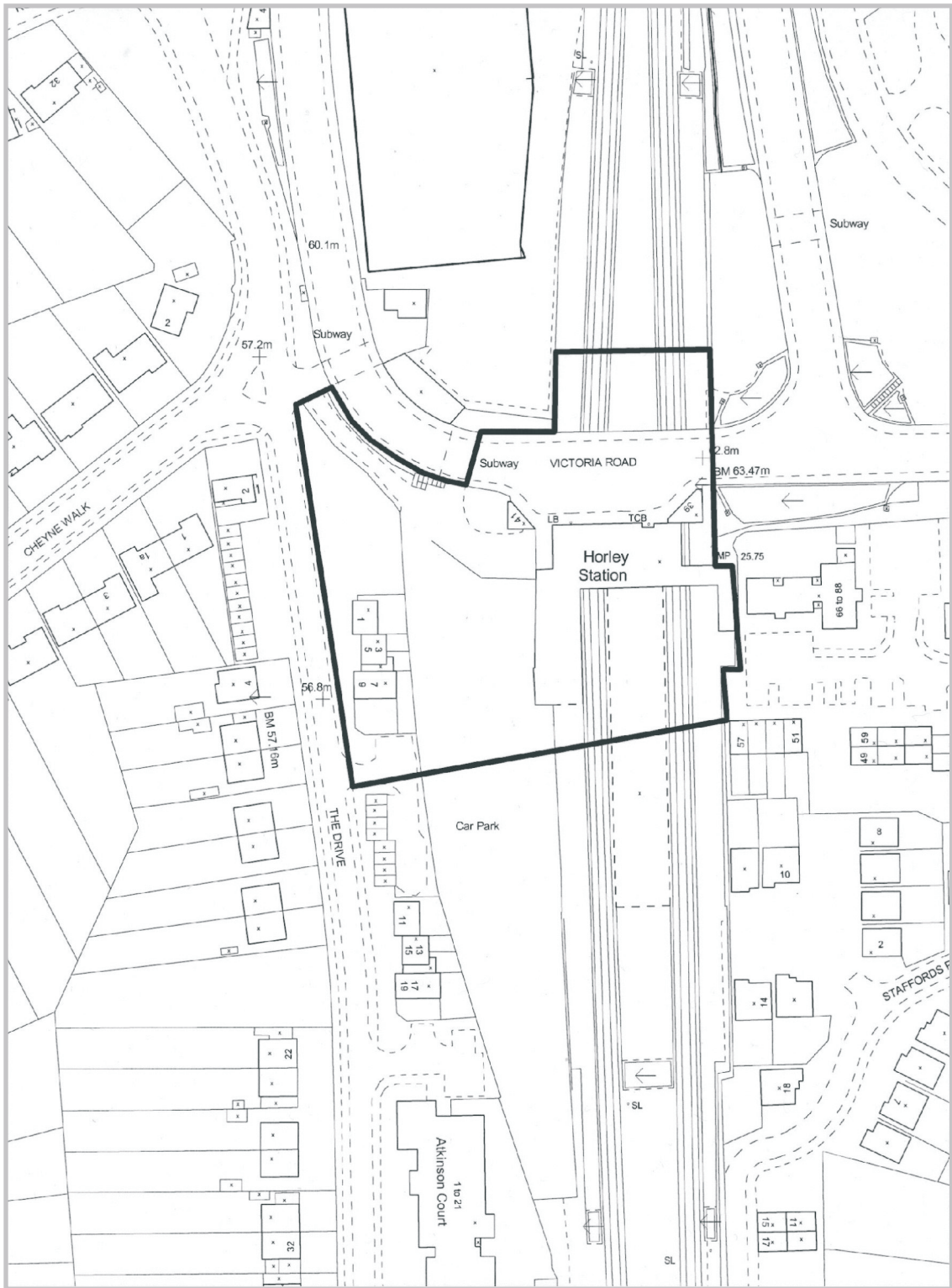
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### High Street Car Park, Horley

*Reigate & Banstead Borough Local Plan 2005*

Ref	Hr 31
Address	Land West of Horley Station fronting Victoria Road, Horley
Ownership	Network Rail, Reigate and Banstead Borough Council and Raven Housing Trust, 1 owner occupier and 4 leasehold occupiers (6 residential properties) Once a feasibility study is completed there may be additional potential for consolidation between landowners.
Area	0.68ha (1.68 acres)
Proposed use	Predominantly residential or a mixed use scheme both incorporating station improvements.
Quantity	35 x 1 or 2 bed apartments (net). Or a lesser number with up to 1000m <sup>2</sup> of B1(a) office space, if required in a mixed use scheme.
Parking	1 space per new residential unit (this reduction from existing standards reflects the Town Centre location.) 1 per 35 m <sup>2</sup> for any office space included. A further 78 parking spaces in the Station car park will remain unaffected by the proposal.
Access	Via The Drive with an entrance to the north of the site and the exit to the south. The internal layout should allow for taxi set down and pick up points and separate 'kiss and ride' drop off points. Safe access for all users of the Railway Arches must be maintained at all times when site development is carried out.
Design Considerations	To provide a landmark structure, possibly with an office use, defining the start of and entrance to the Town Centre visible from northern and eastern approaches and to contribute to physically 'linking' the station to the rest of the town. The building heights should reduce from a maximum of 6 storeys with only 3 storeys on the south of the site fronting The Drive. Contemporary design and materials will not be inappropriate.
Special Considerations	In accordance with the overall Town Centre Revitalisation and Public Transport Strategies a contribution will be required to facilitate improvements to the station building and a new southern entrance to the platform. Horley Station building is on the List of Local Buildings of Architectural or Historic interest. There is unlikely to be an on-site requirement for childrens' playing space but a commuted sum for pitch sports would be required. The site is considered suitable for affordable housing and a minimum of 6 units will be required on site.





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**Land West of Horley station fronting Victoria Road, Horley**



