

# **Development Management Plan Regulation 19 Consultation**

**January 2018**

## Have your say

### The Development Management Plan:

This Development Management Plan (DMP) includes policies to guide decision making on planning applications and identifies sites for certain types of development. This Regulation 19 version has been informed by duly made responses from the Regulation 18 consultation which took place between 1 August – 10 October 2016. The main purpose of the Development Management Plan is to explain in more detail how the development principles and targets set out in the Council's adopted Core Strategy will be delivered.

The scale of growth set out in the Core Strategy is not being revisited in the DMP. Nor are the general principles of where new development will be located (which are set by the Core Strategy), although potential development sites are covered.

### Viewing and commenting on this document

The draft DMP has been published in order to seek representations on the soundness and legal compliance of the Local Plan prior to submission to the Secretary of State. Any representations will be assessed and document amended where appropriate prior to submission to the Planning Inspectorate.

The period for representations to be made will run from **XXX** to **XXX**.

#### View the document:

This consultation document, and supporting background information (including the sustainability appraisal), is available for inspection at:

- The Town Hall, Castlefield Road, Reigate.
- Local libraries across the borough.

All information is also available on the Council's website at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp).

#### How to comment:

- Completing the online survey at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp)
- Downloading a comments form from [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp)
- Picking up a comments form from the Town Hall in Reigate or libraries across the borough.
- Send comments to:
  - LDF@reigate-banstead.gov.uk
  - Planning Policy, Reigate & Banstead Borough Council, Town Hall, Castlefield Road, Reigate RH2 0SH.

If you have any questions, you can email us at [ldf@reigate-banstead.gov.uk](mailto:ldf@reigate-banstead.gov.uk) or telephone us at 01737 276178.

### What happens next?

At the end of this Regulation 19 consultation period, all responses will be analyzed and forwarded to the Planning Inspector appointed to examine the draft DMP.

It is anticipated that the final DMP will be adopted by the Council in late 2018.

## Contents

1. Introduction .....	6
2. Theme 1: Growing a prosperous economy.....	9
Section 1: Economic Development .....	10
Objective PE1: Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough; and .....	11
Objective PE2: Provide flexibility for local businesses to start up, grow, diversify and prosper .....	11
Objective PE3: Help new development to deliver jobs and skills benefits for local people .....	17
Section 2: Town and Local Centres .....	18
Objective PE4: Protect the vitality and viability of our town centre shopping areas;.....	19
Objective PE5: Protect the viability of smaller scale but vital local shopping areas; and	19
Objective PE6: Ensure that both town and local centres are resilient and able to respond to future changes .....	19
3. Theme 2: Building self reliant communities .....	31
Section 1: Design, character and amenity .....	32
Objective SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness	33
Objective SC2: To ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants .....	38
Objective SC3: To minimise the impacts of development, and the development process on local residents and local amenity.....	50
Section 2: Open space and recreation.....	55
Objective SC4: Protect the most valuable open space within the urban areas and .....	56
Objective SC5: Encourage the provision of open space as part of new developments, and where appropriate new outdoor sport and recreation provision .....	56
Section 3: Transport, access and parking.....	61
Objective SC6: Require new developments to provide adequate parking, whilst recognising the need to encourage sustainable transport choices, particularly in the most accessible locations, and;.....	62
Objective SC7: Ensure new developments are served by safe and well designed access for vehicle, pedestrians and cyclists.....	62
Section 4: Climate change resilience and Flooding.....	65
SC8: Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and renewable energy technologies. ....	65

Theme 1: Growing a prosperous economy
---------------------------------------

SC9: Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase flood risk elsewhere or result in a reduction in water quality.....	65
Objective SC8: Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and renewable energy technologies; and.....	66
Objective SC9 Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase flood risk elsewhere or result in a reduction in water quality.....	66
SC12: Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use.....	72
SC13: Conserve and enhance heritage assets across the borough, supporting their continuing viable use and cultural benefits.....	72
Objective SC10: Ensure new development protects, and enhances wherever possible, the borough's landscapes and biodiversity interest features, providing the highest degree of protection to internationally and nationally designated areas.....	72
Objective SC11: Maximise the contribution of new development to a comprehensive green infrastructure network across the borough.....	78
Objective SC12: Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use.....	80
4. Theme 3: Place Shaping.....	91
Summary of 'Place Shaping' objectives and proposed policy approaches.....	91
Section 1: Gypsies, travellers and travelling showpeople.....	92
The proposed DMP policy applicable to this objective is: .....	92
GTT1: Gypsy, Traveller and Travelling Showpeople Accommodation .....	92
Objective PS1: Identify a local target for Gypsy, Traveller and Travelling Showpeople sites and allocate sites to achieve this target .....	92
Section 2: Cemetery and crematorium provision .....	98
The proposed DMP policy applicable to this objective is: .....	98
Objective PS2: Ensure future cemetery and/or crematorium provision is located consistent with sustainability principles .....	98
Section 3: Potential development sites .....	101
Objective PS3: Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles.....	102
Section 3A: Area 1 – the North Downs .....	107
Section 3B: Area 2a – Wealden Greensand Ridge – Redhill and Merstham.....	115
Section 3C: Area 2b – Wealden Greensand Ridge – Reigate.....	152
Section 3D: Area 3 – The Low Weald.....	170
Section 4: Infrastructure to support growth .....	203

Theme 1: Growing a prosperous economy
---------------------------------------

Objective PS4: Plan for improvements to existing infrastructure and services and/or the provision of new infrastructure and services, to meet the needs created by new development .....	203
Section 5: Managing land supply .....	206
Annex 1: Glossary.....	211
Annex 2: Saved policies.....	219
Annex 3: Marketing requirements:.....	220
Annex 4: Parking standards .....	222
Annex 5: RASC descriptions and densities .....	231

## 1. Introduction

- 1.1 The Council is preparing its Development Management Plan, which will include policies to guide decision making on planning applications, and will identify sites for certain types of development
- 1.2 The main purpose of the Development Management Plan is to explain in more detail how the development principles and targets set out in the Council's adopted Core Strategy will be delivered.
- 1.3 The policies in the DMP will, alongside the Core Strategy, supersede all the Borough Local Plan 2005 policies. More information on this is included in Annex 2 which sets out which DMP policies supersede which Borough Local Plan 2005 policies.
- 1.4 ***The overall scale of growth has already been set through the Core Strategy and is not being revisited, nor are the general spatial principles of where new development will be located.***

## Setting the Scene: The Core Strategy context

What growth does the Core Strategy plan for?

- The Core Strategy plans for a total of 6900 new homes between 2012 and 2027, or an annual average of 460 homes per year.
- It also includes figures to guide the provision of new employment and retail floorspace in the borough.

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

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



© Crown Copyright and database right 2016. Ordnance Survey licence number 100019405. Produced by Reigate & Banstead Borough Council.

*The Core Strategy Key Diagram (2014)*

## What does the Development Management Plan include?

1.5 The Development Management Plan explains how the Core Strategy will be delivered 'on the ground'.

1.6 It includes:

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

### Structure of the DMP

1.7 The draft DMP is divided into three themes, and within each theme, a number of sections. The themes and sections are summarised in the table below.

[Insert Table - Summary of themes and sections]

1.8 Each section relates to a number of DMP objectives. Sections include a summary of relevant aspects of the Core Strategy. Each section then includes a series of policies and / or development sites.

1.9 Where appropriate, the policies and development sites are accompanied by maps although it should be noted that the individual maps within the document will not provide the whole site context and the policies map should be consulted for the full context of a location. All site and designation boundaries are also available to view on an online map at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp)

### Summary of policies and development sites

1.10 The table below provides a summary of the policy approaches and development sites

[Insert Table – Summary of proposed policy approaches and potential development sites]



Theme 1: Growing a prosperous economy
---------------------------------------

## **2. Theme 1: Growing a prosperous economy**

**Summary of 'Growing a prosperous economy' objectives and policies**

**[Insert Table – Theme 1 sections, objective and policies]**

## Section 1: Economic Development

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

#### Core Strategy Policies

- *Policy CS5: Valued People and Economic Development*
- *Policy CS8: Areas 1-3/Figure 7*

### What does the DMP do?

2.1 To deliver the vision and objectives of the Core Strategy with regard to economic development, the following DMP objectives and policies are proposed:

#### DMP OBJECTIVES:

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

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

The DMP policies applicable to these objectives are:

EMP1: Principal Employment Areas

EMP2: Local employment areas

EMP3: Employment development outside Employment Areas

EMP4: Safeguarding employment land and premises

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

The DMP policy applicable to this objective is:

EMP5: Secure local skills and training opportunities

Theme 1: Growing a prosperous economy
---------------------------------------

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

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

### Policy Context for EMP1 - 4

#### Core Strategy

*Policy CS5:* The Council will promote and support continued sustainable economic prosperity and regeneration in Reigate & Banstead by...planning for the delivery of additional employment floorspace to meet the forecast growth needs of the borough, by (i) focusing on retaining and making the best use of existing employment land, particularly within town centres and industrial areas unless it can be demonstrated that there is no reasonable prospect of a site being used for that purpose over the life of the plan; and (ii) ensuring that any new development outside these areas reflects wider policy priorities and is located in accordance with sustainability principles.

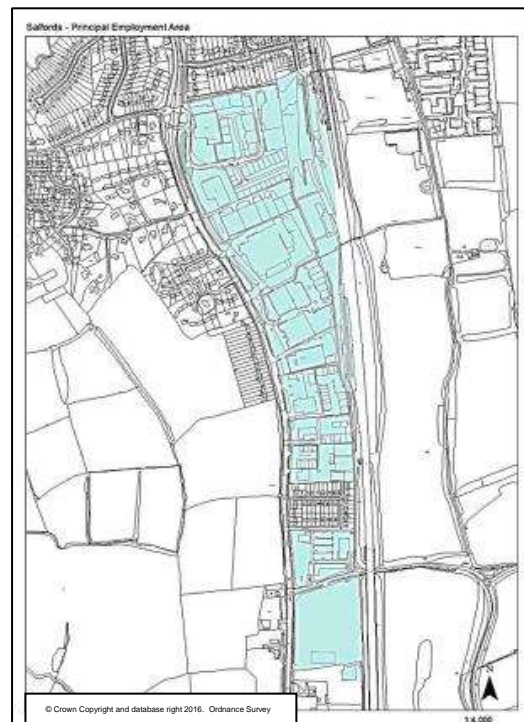
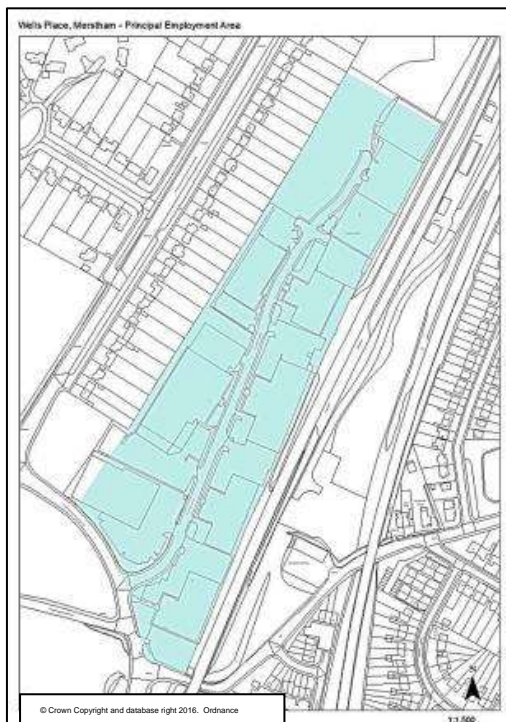
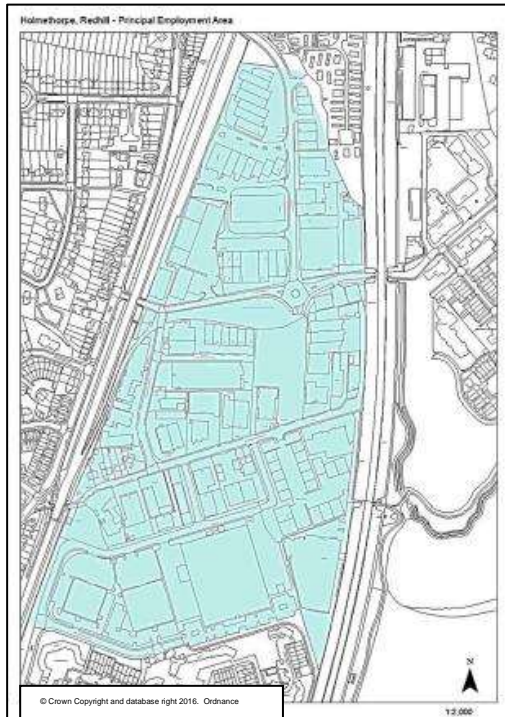
#### *Policy CS8 Areas 1-3 /Figure 7:*

	<b>Area 1: The North Downs</b>	<b>Area 2a: Redhill</b>	<b>Area 2b: Reigate</b>	<b>Area 3: The Low Weald</b>	<b>Borough Total</b>
Employment (subject to regular monitoring of demand levels).	Approx. 2,000sqm. Predominantly through reuse and intensification of existing employment land.	Approx. 20,000sqm including approximately 7,000sqm in Redhill Town Centre.  Predominantly through reuse and intensification of existing employment land, including office based jobs provided through redevelopment of key sites in Redhill Town Centre.		Approx. 24,000sqm. Predominantly through reuse and intensification of existing employment land.	Approx. 46,000 sqm

## Policy EMP1 - PRINCIPAL EMPLOYMENT AREAS

The following areas are identified as Principal Employment Areas:

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



**POLICY EMP1:**

Within the Principal Employment Areas, and subject to adherence with other policies:

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

**Explanation** The Employment Area Review evidence base paper recognises that Principal Employment Areas make a significant contribution to employment provision and economic growth, and concludes that there is a reasonable and viable prospect of ongoing employment use on these areas which warrants long term protection.

The identified Principal Employment Areas are locations of strategic importance due to their size, accessibility and commercial offer. This policy recognises that there are a small number of established business locations in the borough which are particularly suited to industrial and distribution businesses which may include warehousing, manufacturing and waste management.

The Core Strategy identified targets for employment, and highlighted that some of this would need to be provided through intensification of uses in employment areas. The evidence base had identified that there is some potential for intensification within Principal Employment Areas and this policy supports this.

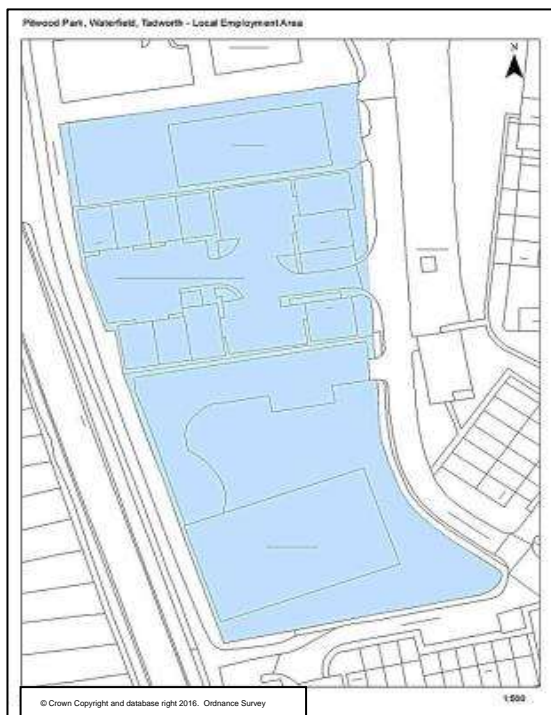
The policy therefore seeks to support the continued role of these areas, acknowledging the contribution they make to the local economy.

A degree of additional flexibility is included within the policy in order to enable these areas to continue to function in a sustainable and viable way, to enable businesses to grow/diversify and to encourage new businesses to locate here. Where other uses are proposed under (2), applicants will be required to provide evidence to demonstrate how the relevant considerations have been met including, for b(iii), evidence of alternative sites which have been considered and the reasons they have been discounted.

## Policy EMP2 - LOCAL EMPLOYMENT AREAS

The following areas are identified as Local Employment Areas:

- Pitwood Park Industrial Estate
- Kingsfield Business Centre
- Balcombe Road Industrial Area: (Bridge Industrial Estate and Gatwick Metro Centre)



Gatwick Metro Centre and Bridge Industrial Estate, Horley



**POLICY EMP2:**

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

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

**Explanation:** The borough's Local Employment Areas are locations which provide local opportunities for business location and development. The Employment Area Review evidence base paper identifies that a large proportion of businesses in the borough are smaller businesses and these areas provide a valuable stock of smaller, more affordable accommodation suited to the needs of these businesses. This policy recognises and seeks to reinforce this small business role and the importance of protecting and maintaining a ready supply of appropriate small business premises to support their growth.

This policy introduces a greater degree of flexibility in these areas than in Principal Employment Areas in order to encourage and support small businesses, respond to existing business needs and improve the viability of these areas.

### **Policy EMP3 – EMPLOYMENT DEVELOPMENT OUTSIDE EMPLOYMENT AREAS**

Outside designated Employment Areas and Town Centres, and subject to other policies :

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

- 2) Through the use of conditions, the Council may limit the type and level of activity, including hours or work, of any such employment uses.

### **Explanation**

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

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

## **Policy EMP4 – SAFEGUARDING EMPLOYMENT LAND AND PREMISES**

In relation to all employment development:

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

### **Explanation**

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



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

#### Policy Context for EMP5

##### Core Strategy

*Policy CS5:* The Council will... work with ...skills providers ...to promote and deliver ...increased educational opportunities including support for identifying and developing vocational and skills improvement facilities in the borough.

#### Policy EMP5- LOCAL SKILLS AND TRAINING OPPORTUNITIES

##### **POLICY EM5:**

- 1) Developers of new residential development of 25 units or more, and non-residential development in excess of 1,000sqm size (gross), will be required to agree with the Council, and implement, a Training and Employment Plan demonstrating how the development will:
  - a) Provide or enable the delivery of new construction apprenticeships and other on-site training opportunities as follows:
    - i. Residential development: 1 new apprenticeship per 25 units for the first 100 units, then 1 new apprenticeship per 50 units
    - ii. Non-residential development: 1 new apprenticeship for the first 1,000sqm, then 1 new apprenticeship per 2,500sqm.
  - b) For non-residential schemes, provide or support local training and placement schemes targeted at local residents in respect of any jobs created through the end use.

##### **Explanation:**

2.5 The Core Strategy supports the promotion of skills development opportunities for local people. The delivery of development in the borough provides an employment opportunity for borough residents and can help provide local people with the skills necessary both to fulfil the needs of local businesses and to make the most of job opportunities available. Provision of apprenticeships is already commonplace amongst house builders/contractors.

2.6 This policy seeks to secure this on a local basis but does not prescribe the mechanism through which the developer should secure these. The Council will explore whether further local supplementary guidance will be required to support this policy.

## Section 2: Town and Local Centres

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

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

#### Core Strategy Policies

- *Policy CS7: Town and local centres*
- *Policy CS8: Areas 1-3/Figure 7*

### What does the DMP do?

2.7 To deliver the vision and objectives of the Core Strategy with regard to town and local centres, the following DMP objectives and policies are proposed:

#### DMP OBJECTIVES:

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

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

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

The proposed DMP policies applicable to these objectives are:

RET1: Development in town centre frontages

RET2: Development within identified retail frontages and local centres

RET3: Development in Local Centres

RET4: Development in smaller centres and isolated shops

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

RET6: Retail Warehousing

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

**Objective PE5: Protect the viability of smaller scale but vital local shopping areas; and**

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

### **Policy Context for RET1 - 6**

#### Core Strategy

*Policy CS7:* The multipurpose role of town and local centres will be maintained and improved. These centres will accommodate most of the borough's new retail, social, community and leisure uses ... at a scale appropriate to their role.

The majority of comparison and convenience retail growth to meet the strategic needs of the borough and beyond will be accommodated in Redhill. Only limited growth will take place in all other centres...

The borough's hierarchy of town centres is as follows:

- i. Primary town centre: Redhill town centre is the prime focus for large-scale leisure, office, cultural and retail uses and developments.
- ii. Town centres: the Council will seek to maintain a balance of uses and development that promote both the vitality and viability of each individual centre:
  - Redhill town centre
  - Reigate town centre
  - Horley town centre
  - Banstead village centre
- iii. Local centres: these provide for more local needs and either currently offer accessible local services or will be the focus for investment in accessible local services.

### **Policy RET1 – DEVELOPMENT IN TOWN CENTRE FRONTAGES**

This policy applies to:

- Town Centre Boundaries: areas defined on the policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.
- Primary Shopping Areas: a defined area where retail development is concentrated, generally comprising the primary and those secondary frontages which are adjoining to the primary shopping frontage.

## Theme 2: Building self reliant communities

- Primary Shopping Frontages: include a high proportion of retail uses which may include food, drinks, clothing and household goods.
- Secondary Shopping Frontages: provide greater opportunities for a diversity of uses, such as restaurants, cinemas and businesses.

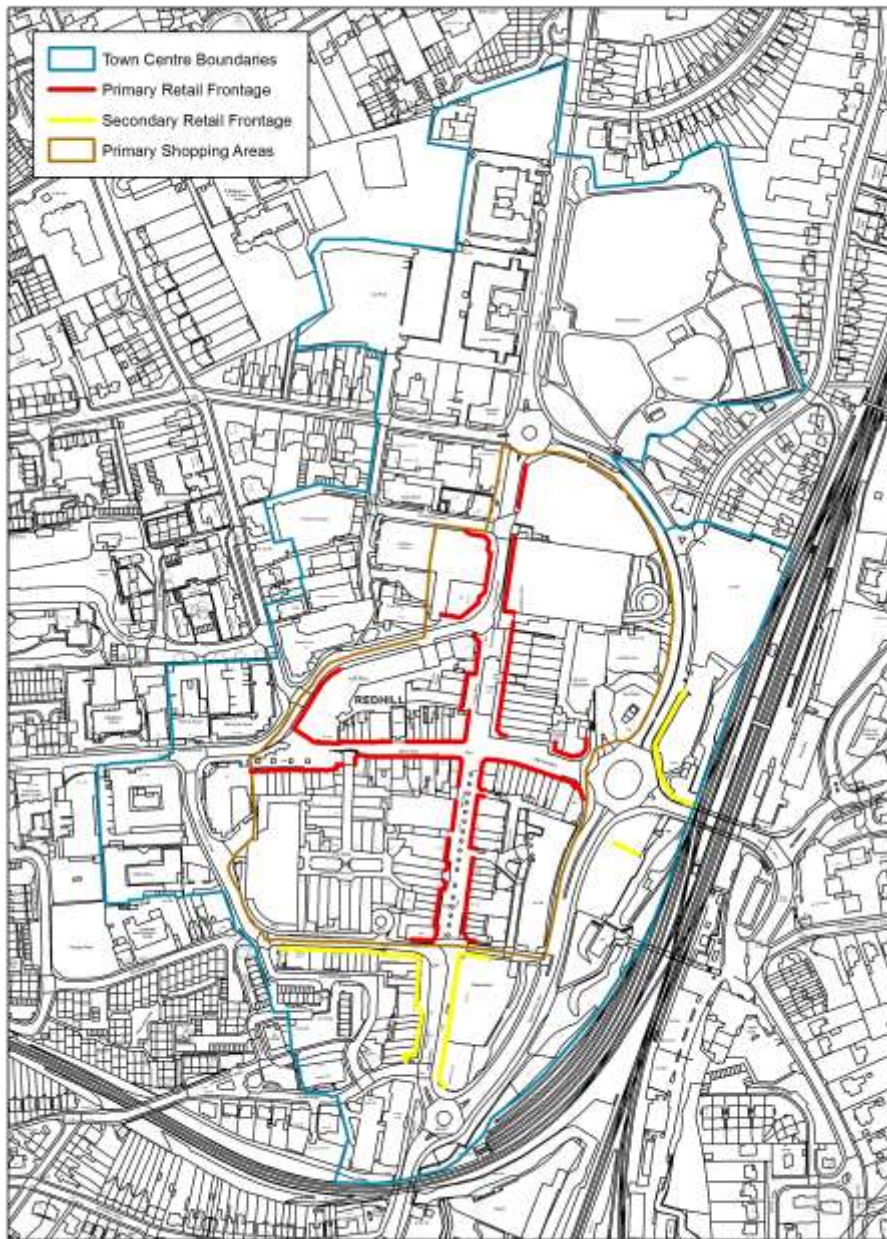
Banstead Town Centre



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019435. Produced by reigle & Banstead Borough Council

1.4.128

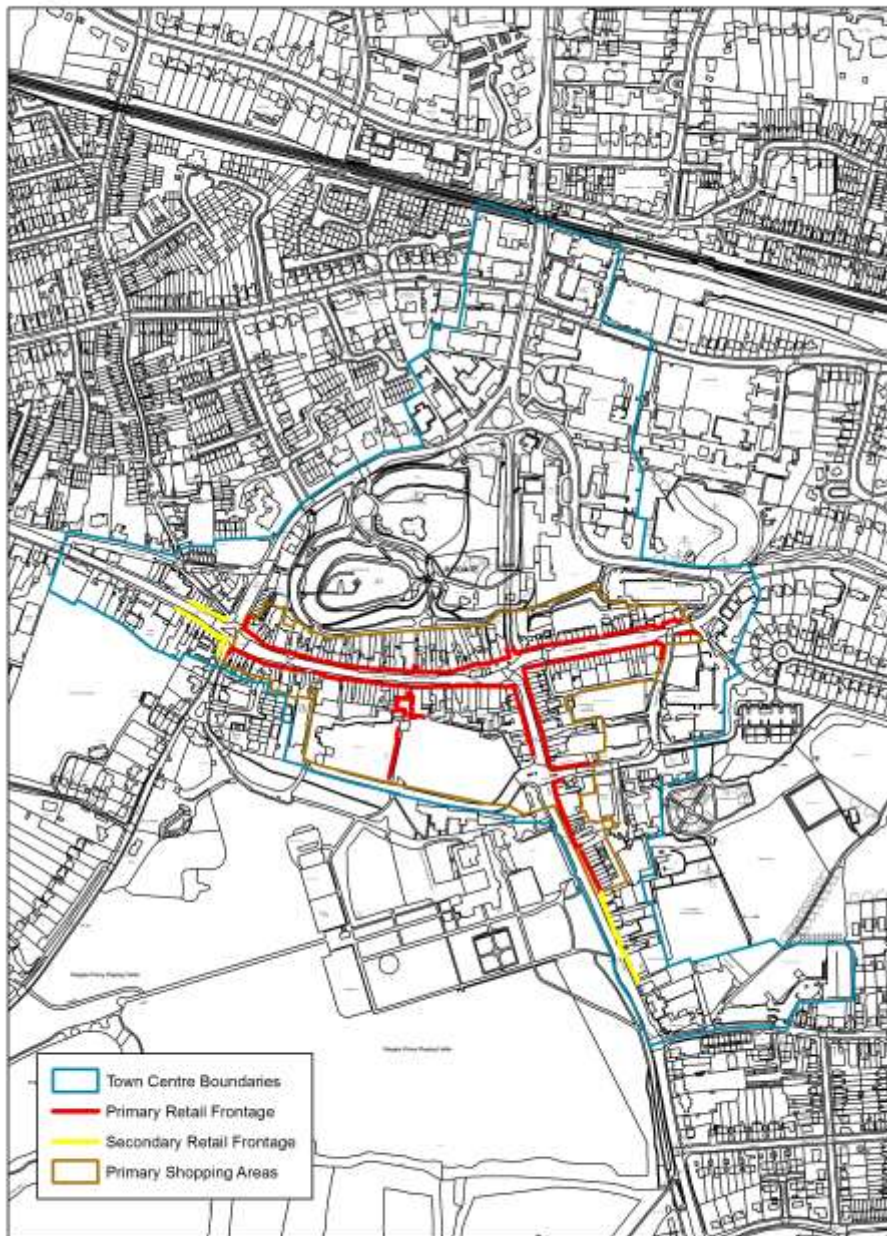
### Redhill Town Centre



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019435. Produced by reigate & Banstead Borough Council.

1:3,391

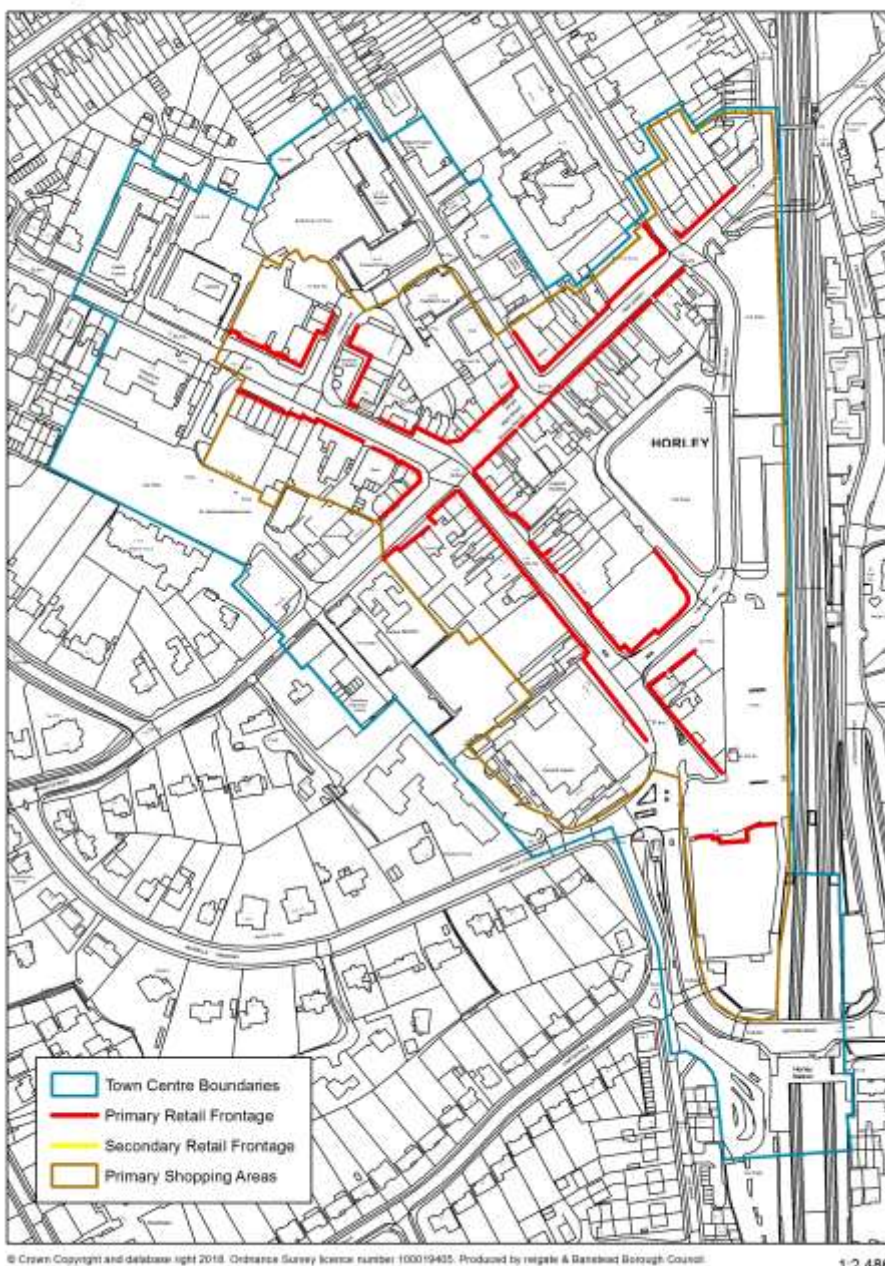
Reigate Town Centre



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019435. Produced by Reigate & Banstead Borough Council.

1:4,927

## Horley Town Centre

**POLICY RET1:**

In the borough's town centres, development proposals must be in accordance with RET1 and the following criteria (and accord with other relevant policies):

- 1) Within primary frontages:
  - a) Proposals for non A1 use will be supported provided A1 uses within the identified shopping frontage remain:
    - above 70% in Reigate
    - above 65% in Banstead and Redhill
    - above 55% in Horley

- b) Where a proposal would result in the proportion of A1 frontage falling below the relevant threshold, permission will only be granted where:
- i. The proposal is for an A3 use in Horley or Redhill and would not bring about an overconcentration of such uses in the vicinity (defined as creating or further extending a continuous frontage of two or more non-A1 units)
  - ii. In all other cases, where the unit is vacant and it can be demonstrated:
    - that reasonable attempts have been made for a minimum 6 month period without success to let the premises for A1 use (see marketing requirements in Annex 3); and
    - that the proposed use would make a positive contribution to the vitality, viability, balance of services and/or evening economy of the town centre.
- 2) Within secondary frontages:
- a) Proposals for non A1 use will be supported provided A1 uses within the identified shopping frontage remain :
    - i. above 55% in Reigate
    - ii. above 40% in Redhill
  - b) Where a proposal would result in the proportion of A1 frontage falling below the relevant threshold, permission will only be granted where it can be demonstrated that the proposed use would make a positive contribution to the vitality, viability, balance of services and/or evening economy of the town centre.
  - c) Where a loss of A1 use is proposed, A2-A4 or D1 - D2 uses will be considered more favourably than other uses.

### **Explanation:**

- 2.8 It is important that a healthy balance of uses is maintained in the borough's town centres. Town centre boundaries have been identified which incorporate those areas where main town centre uses are focused. A Retail Needs Assessment has been undertaken to inform this policy; this report recognises that the four main Town Centres have different roles and retail needs.
- 2.9 The primary shopping areas identified reflect the concentrations of retail development within these town centres. The policy enables the most important concentrations of retail activity to be protected, whilst accepting that other uses can provide a complementary offer that attract footfall and contribute to the overall vitality of a town centre.
- 2.10 This policy supersedes Core Strategy Policy CS8. This has been informed by an updated Retail Needs Assessment which was undertaken in 2016 which provided updated retail need figures.



Theme 2: Building self reliant communities
--

*Retail needs figures (subject to regular monitoring of demand levels)*

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

### **Policy RET2 –DEVELOPMENT WITHIN IDENTIFIED RETAIL FRONTAGES AND LOCAL CENTRES**

This policy applies to:

- Primary and secondary frontages within town centres
- Local centres

#### **POLICY RET2:**

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

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

#### **Explanation:**

2.11 Although the Retail Needs Assessment identifies the different roles and attributes of the town and local centres in the borough, this policy identifies some common themes which will assist in securing the continued vitality and viability of all the borough's town and local centres.

2.12 This policy applies to all development within identified town centre retail frontages and local centres, and seeks to ensure that new development continues to make a positive contribution to the retail areas within which it is located whilst minimising the impact on other surrounding uses, and on users of the retail areas.

### Policy RET3 – DEVELOPMENT IN LOCAL CENTRES

The following areas to be identified as new Local Centres or if already existing in the Local Plan 2005, boundary to be amended:

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

#### **POLICY RET3:**

Within designated Local Centres, development proposals must be in accordance with other policies and the following criteria:

- 1) New development must provide commercial units at ground floor level which are of a scale and type appropriate to the character and size of the centre. Units should be suitable for retail or community uses.
- 2) Proposals resulting in the loss of A1-A4 and D1/2 uses will be only permitted where:
  - a) The unit is vacant and it can be demonstrated that reasonable attempts have been made for a minimum 6 month period without success to let or sell the premises for a retail and/or community use; (see marketing requirements in Annex 3); and

- b) The proposed use would make a positive contribution to vitality and viability and would not be harmful to the overall balance of services in the local centre.

**Explanation:**

2.13 Local centres provide an important function, serving the local needs of communities, and providing shops, services and facilities that are easily accessible and reduce the need to travel. However, often these local centres come under pressure from alternative uses – this policy recognises that retail, restaurant/cafes and community uses are particularly important to protect. DES8 provides further information on what constitutes a community use.

**Policy RET4 – DEVELOPMENT IN SMALLER CENTRES AND ISOLATED SHOPS**

Across the borough, within smaller centres that are not designated as local centres and for isolated shops, proposals resulting in the loss of retail uses will be permitted (subject to compliance with other policies) where:

1. The proposed use would contribute to the vitality and vibrancy of the area or the availability of important services in the locality; or
2. The use proposed is a community facility which would materially benefit local residents; or
3. The unit is vacant and it can be demonstrated that reasonable attempts have been made for a minimum 6 month period without success to let or sell the premises for a retail or community use (see marketing requirements in Annex

**Explanation:**

2.14 Small centres and isolated shops can provide a useful service for local residents. This policy seeks to retain such units in uses that make a contribution to the local community where possible, whilst recognising that in some circumstances this may not be viable. DES8 provides further information on what constitutes a community use.

**Policy RET5 –DEVELOPMENT OF TOWN CENTRE USES OUTSIDE TOWN AND LOCAL CENTRES**

- 1) Retail and other main town centre uses should be directed to the most sequentially preferable and sustainable locations in line with the NPPF ‘town centre first’ principle. Proposals for retail and other town centres uses should first be directed to town and local centre, then edge-of-centre sites and then out-of-centres sites.
- 2) Proposals that seek to locate or expand retail and other town centre uses in edge of centre or out of centre locations must demonstrate that:
  - a) Having applied the sequential test there are no sequentially preferable sites available to accommodate the proposed development on more central sites.

Theme 2: Building self reliant communities
--

- The need for a sequential approach does not apply to applications for small scale rural offices or other small scale rural development;
- b) The proposal would not have a significant adverse impact on:
- i. The vitality and viability of, or consumer choice and trade within, existing nearby town or local centres;
  - ii. Existing, committed and planned public and private investment in those centres.
- 3) An impact assessment will be required to support applications on the edge-of-centre or out-of-centre development proposals in the following circumstances:
- i. Comparison retail development exceeding 150sqm
  - ii. Convenience retail exceeding 250sqm
  - iii. Development for any other retail not covered by 3c) i and ii above, leisure and office uses exceeding 2,500sqm.

**Explanation:**

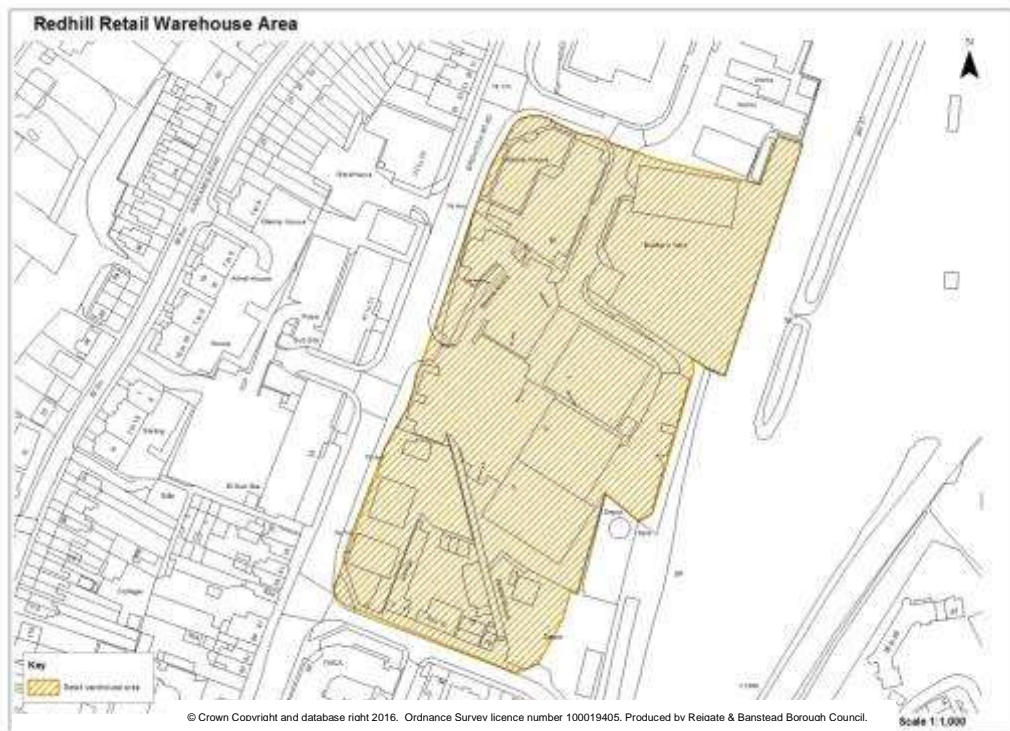
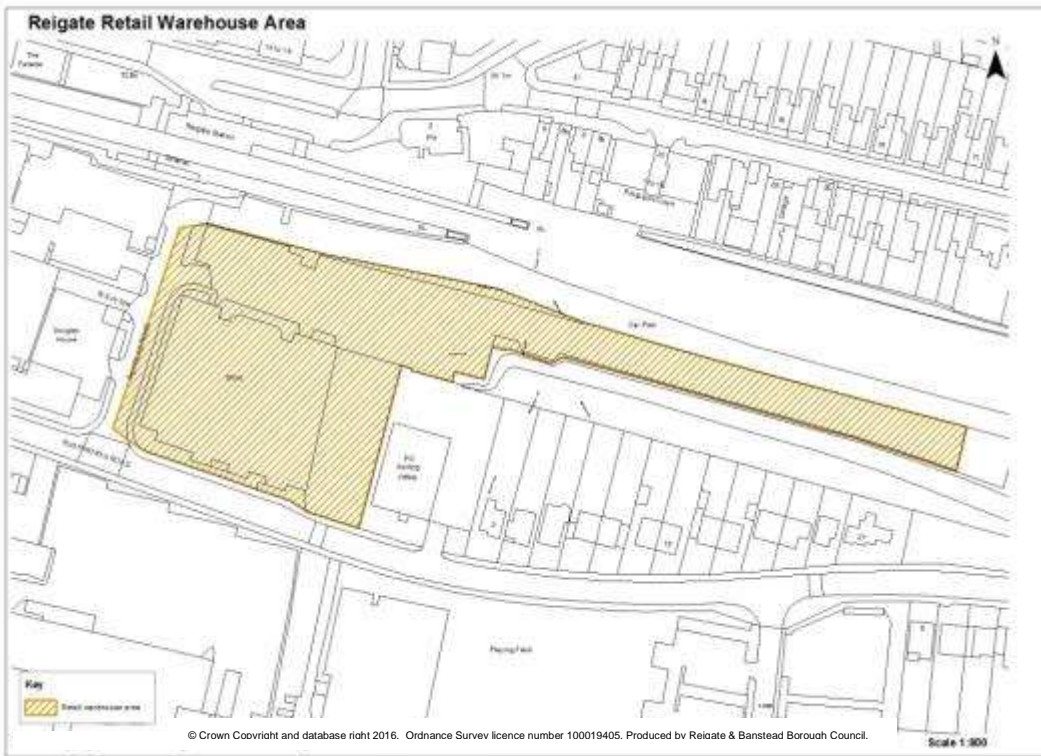
- 2.15 National Planning Policy sets a 'default' threshold requiring impact assessments for development proposals for retail, leisure and office developments of over 2,500sqm outside town centres (where these are not in accordance with the Local Plan). It also allows for locally set thresholds.
- 2.16 The Council has set thresholds for impact assessment of retail, leisure and office proposals outside town centre as such developments may have the potential to negatively impact on the vitality and viability of town centres. These thresholds have been informed by the Retail Needs Assessment evidence paper which takes account of specific circumstances within the Borough.

## Policy RET6- RETAIL WAREHOUSING

This policy applies to any other sites specifically allocated for retail warehousing; and the following designated retail warehouse areas:

- Reigate (Rushworth Road)
- Redhill (Brighton Road)

Theme 2: Building self reliant communities



**POLICY RET6:**

- 1) Development proposals for retail warehousing will be permitted (subject to compliance with other policies) where the proposal falls within a designated Retail Warehouse area or any other sites specifically allocated for retail warehousing;
- 2) Proposals for retail warehousing will be required to provide a retail impact assessment, in line with Policy RET5
- 3) Retail warehousing uses are defined as those which usually occupy a single floor, cater for car-borne customers, and which sell bulky durable and household goods (such as carpets, DIY, furniture, domestic appliances).

**Explanation:**

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

### **3. Theme 2: Building self reliant communities**

**Summary of 'Building self reliant communities' objectives and proposed policy approaches**

**[Insert Table – Theme 2 sections, objective and policies]**

## Section 1: Design, character and amenity

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

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

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

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

#### Core Strategy Policies

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

### What does the DMP do?

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

#### DMP OBJECTIVES:

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

The proposed DMP policy approaches applicable to this objective are:

DES1: The design of new development

DES2: Back garden land development

DES3: Residential Areas of Special Character

**SC2: To ensure an appropriate mix of housing types and sizes, offering a good**



**standard of living to future occupants**

The proposed DMP policy approaches applicable to this objective are:

DES4: Housing mix

DES5: Delivering high quality homes

DES6: Affordable Housing

DES7: Specialist Accommodation

DES8: Community Facilities

DES9: Electronic Communication Networks

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

The proposed DMP policy approaches applicable to this objective are:

DES10: Construction management

DES11: Pollution and contaminated land

DES12: Control of advertisements & shop front design

**Objective SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness****Policy Context for DES1 - 3**Core Strategy

*Policy CS4:* Development will be designed sensitively to respect, conserve, and enhance the historic environment, including heritage assets and their settings. ...Development will respect, maintain and protect the character of the valued townscapes in the borough, showing consideration for any detailed design guidance that has been produced by the Council for specific built-up areas of the borough. Proposals will: ...be of a high quality design which takes direction from the existing character of the area and reflects local distinctiveness, [and] be laid out and designed to make the best use of the site and its physical characteristics, whilst minimising the impact on surrounding properties and the environment

*Policy CS10:* Development will make efficient use of land, giving priority to previously developed land and buildings within the built up areas; [and] be at an appropriate density, taking account of and respecting the character of the local area and levels of accessibility and services...

## Policy DES1 – DESIGN OF NEW DEVELOPMENT

All new types of development will be expected to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. Planning permission will be granted for new development where it meets the following criteria (subject to compliance with other policies)

- 1) Promotes and reinforces local distinctiveness and respects the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene.
- 2) Uses high quality materials, landscaping and building detailing
- 3) Has due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 4) Provides street furniture/trees and public art where it would enhance the public realm and/or reinforce a sense of place.
- 5) Provides an appropriate environment for future occupants whilst not adversely impacting on the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy
- 6) Creates a safe environment, incorporating measures to reduce opportunities for crime and maximising opportunities for natural surveillance of public places. Developments should incorporate measures and principles consistent with those recommended by Secured by Design where appropriate.
- 7) Provides for accessible and sensitively designed and located waste and recycling bin storage in accordance with the Council's guidance document 'Making Space for Waste'
- 8) Incorporates appropriate landscaping to mitigate the impact, and complement the design, of new development. Schemes should:
  - a) Protect and enhance natural features by:
    - i. incorporating existing landscaping into scheme design where feasible. (see also NHE3)
    - ii. integrating new landscaping, both hard and soft, and boundary treatments which use appropriate local materials and/or species
  - b) Provide details about how future maintenance of existing and new landscape works will be managed. Where necessary, conditions will be used to secure the delivery of landscaping schemes, protection of natural features during the course of development and requirements for replacement planting.
- 9) Achieves, where applicable, an appropriate transition from the urban to the rural
- 10) Makes adequate provision for access, servicing, circulation and turning space, and parking, taking account of the impact on local character and residential amenity, including the visual impact of parked vehicles (see also TAP1)
- 11) Is accessible and inclusive for all users, including for people with disabilities or mobility constraints (See also DES7)

## 12) Respects aerodrome safeguarding requirements

**Explanation**

3.2 The character and local distinctiveness of Reigate & Banstead is part of what makes the borough special. Policy DES1 recognises that high quality design is essential to address a number of planning issues and priorities. These include not only the visual contribution of the building and the landscaping within which it sits, but also the connections between people and places including safeguarding local amenity, minimising the risk of crime, enabling and promoting waste minimisation, and contributing to wider objectives of securing green infrastructure networks and contributing to climate change mitigation and adaptation.

3.3 Development should address the character and appearance of its surroundings in relation to the immediate vicinity and also the broad locality within which a site is situated, taking into account local topography and accessibility to local services. Innovation and originality in design will be supported where appropriate visual reference is made to the locality and where local amenity is respected

3.4 Policy DES1 will be supported by supplementary planning guidance which will provide a greater level of detailed design guidance on design-related matters. There is existing guidance from the Council which should be taken into account including: [Making Space for Waste Management in New Developments](#), [Local Distinctiveness Design Guide](#) and [Householder extensions and alterations](#).

3.5 Applications for development within the identified aerodrome safeguarding zone must consider aerodrome safeguarding requirements. These requirements cover a number of aspects including; tall structures, wind turbines and blue/green infrastructure. More information is available on the Gatwick Airport website.

**Policy DES2 – RESIDENTIAL GARDEN LAND DEVELOPMENT**

Where development is proposed on residential garden land, including infilling schemes and development on back garden land, it will be required to comply with the following criteria, in addition to those in other relevant policies:

## 1) Proposals must:

- a) Be designed to reflect the scale, form and external materials of existing buildings in the locality to reinforce local distinctiveness.
- b) Be of a height, bulk and mass, and siting to ensure the development does not appear prominent and conspicuous within the existing street scene
- c) For infilling, incorporate plot widths, front garden depths, building orientation and spacing between buildings in keeping with the prevailing layout in the locality
- d) Provide well designed access roads, with space for suitable landscaping and maintaining separation to neighbouring properties

- e) Retain mature trees and hedges, and other significant existing landscape features, and include grass verges and street planting that supports wildlife and maintains green corridors
  - f) demonstrate they have been carefully designed to ensure a good standard of amenity for all existing and future occupants
- 2) Proposals that would cumulatively result in multiple, closely spaced access points through the existing street frontage will be resisted.
  - 3) Residential garden development should protect, and not create an undue disruption to, the character and appearance of an existing street frontage, particularly where the form and rhythm of development within the existing street frontage is uniform.

**Explanation:**

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

### Policy DES3 - RESIDENTIAL AREAS OF SPECIAL CHARACTER

Areas identified as RASCs or if existing in the Local Plan 2005 to be amended or retained (see also Annex 5) include:

- **Horley:** Meath Green Lane
- **Reigate:** High Trees Road
- **Reigate:** Alma Road & Alders Road
- **Reigate:** Pilgrims Way & Beech Road
- **Walton-on-the-Hill:** Nursery Road & Hurst Green
- **Chipstead:** Walpole Avenue
- **Chipstead:** Hollymead Road, Bouverie Road, Coulsdon Lane & How Lane
- **Chipstead:** Court Hill
- **Kingswood:** Copt Hill & Furze Hill
- **Kingswood:** The Warren & The Glade
- **Kingswood:** Alcock's Lane & Waterhouse Lane
- **Tadworth:** Tadorne Road
- **Tadworth:** The Avenue
- **Reigate:** Seale Road

#### POLICY DES3:

In addition to meeting the criteria in other policies planning permission will be granted for residential development, including conversion, within RASCs provided that:

- 1) Plot frontages and boundary treatments reflect the existing street context
- 2) Buildings are individually designed, and the design of the buildings and landscape makes a positive contribution to the character of the area and promotes local distinctiveness
- 3) The height, depth, elevation, scale and massing of development respects the form of neighbouring buildings and the character of the RASC
- 4) The proposed development (including garages and other ancillary buildings) does not result in a harmful erosion of the spacing between buildings or lead to an over-dominance of the built form within the plot
- 5) Existing tree cover, landscaping, green areas and vegetation are retained or replaced, and where possible enhanced, using appropriate species
- 6) Soft landscaping is sensitive to the plot, its setting and prevailing plot boundary characteristics
- 7) The proposal does not involve inappropriate sub-division of existing curtilages to a size below that prevailing in the area
- 8) Sufficient off street parking is provided within the site and the layout of parking provision is not dominant within the site or otherwise harmful to the character of the locality

- 9) Provision for the storage and collection of refuse and recycling is of a sensitive design.

**Explanation:**

- 3.11 Each Residential Area of Special Character is unique, recognised for its individual identity and distinct character. These areas warrant a specific design approach to ensure these characteristics are retained, protected and enhanced.
- 3.12 The specific characteristic of RASCs include a prevailing low density character, with detached buildings set back from the road, within wide, spacious plots, and with mature soft landscaping, wide verges and a general leafy character.
- 3.13 The Residential Area of Special Character designation has been in place in the borough since 1989. The Residential Areas of Special Character Review 2017 considered the existing RASC designations set out in the Council's adopted Borough Local Plan (BLP) and Proposals Map (2005) to ensure that they continue to be fit for purpose. In addition, it assesses potential new RASCs proposed for designation by officers, elected members and community groups.
- 3.14 The report concludes that all existing RASCs in the 2005 Borough Local Plan should be carried forward into the new Development Management Plan (DMP). An additional 6 new RASCs and 3 boundary extensions to existing RASCs are also proposed.

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

**Policy Context for DES4 - 9**

Core Strategy

*Policy CS14:* The Council will (i) Seek a range of housing types and tenures through the redevelopment of the existing housing stock or new development ... (ii) require housing developments to contain an appropriate mix of dwelling sizes in accordance with assessments of housing need, site size and characteristics; (iii) encourage the provision of housing for the elderly, and for people with special mobility, accessibility and support needs in sustainable locations where appropriate whilst avoiding an undue concentration in any location...

*Policy CS15:* (i) Between 2012 and 2027 a minimum of 1,500 gross new units of affordable housing ... (ii) types should reflect the current assessment of housing needs ... (iii) the Council will negotiate to achieve affordable housing taking account of the mix of affordable units proposed and the overall viability of the proposed development at the time the application is made. (iv) ... where there is existing

affordable housing ... as a minimum the same number of affordable homes should be re-provided.

### Policy DES4 – HOUSING MIX

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

#### **Borough-wide (except for town and local centres)**

- i. On sites of up to 20 units, at least 20% of market housing units must be provided as smaller (one and two bedroom) dwellings
- ii. On sites of 20 units or more, at least 30% of market housing units must be provided as smaller (one and two bedroom) dwellings and at least 30% of market housing units must be larger (three and four bedroom) dwellings
- iii. On all schemes, at least half of all homes provided must be 1 and 2 bed units
- iv. On schemes of 20 or more dwellings at least 10% of dwellings must be 3 and 4 bed units.

#### **Explanation:**

- 3.15 Policy DES5 seeks to ensure that a range of dwelling sizes is provided as part of new developments. Providing a range of housing types and sizes encourages more balanced communities, helps avoid areas of social exclusion and provides households with a greater range of choices to enable them to remain within the communities of which they are a part.
- 3.16 The size requirements set out in the policy will help to meet the need for smaller family housing – including as part of infill and residential garden developments where larger housing normally prevails – and larger units in accessible town centre locations but balances this with flexibility for schemes to respond to site specific viability, practicality and local character issues.
- 3.17 There is also an identified need for suitably sized accommodation for older people who may want to downsize and remain within their existing

communities and this policy seeks to provide a choice of units to accommodate this. This will help to free up larger family-sized homes which there is a need for in the Borough. It is recognised, however, that one size does not fit all with regards to older people, so DES6 also requires a certain percentage of units to be designed to be accessible and adaptable, as well as a certain percentage to be wheelchair accessible.

### **Policy DES5 – DELIVERING HIGH QUALITY HOMES**

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

All new accommodation must:

- 1) As a minimum meet the relevant nationally described internal space standard for each individual unit except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards
- 2) Be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight
- 3) Be designed to minimise the disturbance to occupants from other land uses nearby and/or other sources of noise and pollution (see also DES11)
- 4) Provide a convenient and efficient layout, including sufficient circulation space and avoiding awkwardly or impractically shaped rooms
- 5) Incorporate sufficient space for storage, clothes drying and the provision of waste and recycling bins in the home
- 6) Make adequate provision for outdoor amenity space, including balconies and roof terraces, where appropriate, and/or communal outdoor space.

#### **Explanation:**

3.18 Housing choice and flexibility are important considerations for those living or seeking to live in the borough. Homes that are of a reasonable size can accommodate the practicalities of day to day living, but also the changing needs of residents throughout their lives.

3.19 National planning policy<sup>1</sup> allows for local planning authorities – through their Local Plans – to require new homes to meet the nationally described internal space standard. In order to justify imposing the standard locally, the guidance suggests that local planning authorities should consider need, viability and timing.

3.20 A justification has been set out in the Housing Standards evidence paper which summarises that in practice a standard would only affect a small number of developments, as evidence indicates that the majority of housing is currently being delivered above the space standards. However, introduction

<sup>1</sup> Planning Practice Guidance (ID 56: paragraph 20)



of a standard is considered to be justified to ensure that moving forward all new units provide suitable and adequate space for day-to-day living, irrespective of type and number of bedrooms.

- 3.21 Notwithstanding this, it is recognised that there may be opportunities to provide innovative types of affordable housing which helps deliver homes that meet a specific local need. Therefore, in these exceptional circumstances, an exception to the space standards may be able to be justified for affordable housing units.
- 3.22 This policy applies to conversions of non-residential buildings to residential use as well as new-build developments. In flatted developments, provision of secure storage facilities for bulkier items (such as prams), whether communal or private, should be considered and will be encouraged as appropriate (see Annex 4 for further information on bicycle storage).

### Policy DES6 – AFFORDABLE HOUSING

- 3.23 The high level of house prices and rental values both in absolute terms and relative to wages within the borough, means that many households cannot access market housing to meet their needs. Lack of affordability has the greatest impact on households with the lowest earnings, including first time buyers. In order to maximise the amount of new affordable housing in the borough, we will seek a financial contribution from small developments, although at a lower proportion than larger sites.
- 3.24 Whilst this approach will go some way to assisting with affordable housing delivery, the need for affordable housing within the borough is considerably higher than it is possible to deliver given the mechanisms for providing affordable housing.
- 3.25 The Council will look to develop some of its sites for affordable housing, and will work with developers of market housing and with registered providers to ensure that more affordable housing that meets local people’s housing needs is provided within the borough.
- 3.26 “Affordable Housing” is defined in accordance with the national planning definition, and along with definitions of “affordability” and “bed-spaces”, is provided in the Glossary at **Annex 1**. Any changes to the national planning definition of affordable housing that the government makes before completion of the examination of this plan will be reflected in the glossary. These changes include the governments proposed changes to introduce new affordable home ownership products (including starter homes and discount market sales), and affordable private rent housing (also known as discount market rent housing).

Theme 3: Place Shaping
------------------------

- 3.27 The policy applies to all types of housing development within the C3 use class, including retirement and sheltered housing. Assisted living / extra care housing may be required to make provision, and will be considered on a case-by case basis depending on the specifics of the proposed development.
- 3.28 This policy (Policy DES6) has been informed by new evidence prepared to support the DMP and supersedes Policy CS15 in the Core Strategy in its entirety.

**Policy DES6**

1. Between 2012 and 2027 a minimum of 1,500 gross new affordable dwellings will be delivered within the borough. These will be provided by registered providers, and by seeking affordable housing provision and contributions from all housing developments except for single replacement dwellings.
2. The Council will negotiate affordable housing provision and contributions taking into account the specifics of the site, as follows :
  - Development of allocated greenfield urban extension sites should provide 35% of (gross) dwellings on the site as affordable housing;
  - On all other developments providing 11 or more dwellings (gross), 30% of the dwellings on the site should be affordable housing;
  - On development sites providing less than 11 dwellings (gross), a financial contribution broadly equivalent to the cost to the developer of on-site provision of 20% will be sought;
  - Within the regeneration areas, a lower proportion of affordable dwellings may be accepted in order to achieve other regeneration aims, including improving the mix of local housing stock.
3. The tenure mix of the affordable dwellings provided on each qualifying site should contribute (to the Council's satisfaction) towards meeting the latest assessment of affordable housing needs.
4. The size mix of the affordable dwellings provided on each qualifying site, expressed as number of bedrooms and bed-spaces, should take into account the affordable housing needs in the borough at that time, the size of the market homes provided on the site, and the prevailing type of housing in the area.
5. On developments of 60 or more dwellings (gross) 5% of the affordable dwellings

provided on site should be designed to meet Building Regulation requirements for wheelchair user dwellings. These should be provided as affordable housing for rent. This can contribute towards the overall requirement for provision of wheelchair-accessible dwellings in housing developments.

6. Planning permission will not be granted for development that would result in a net loss of affordable homes that were secured by planning obligation or condition.

**Explanation:**

- 3.29 This policy requires different affordable housing provision depending on the gross number of homes provided on a site. An exception to this is single replacement dwellings, it is not considered reasonable or viable to require contributions from a development of this size or nature.
- 3.30 The policy requirement relates to the gross number of new dwellings created, including through changes of use, conversion and subdivisions, as well as new builds. This also includes mixed-use sites which include an element of housing.
- 3.31 The latest evidence of affordable housing needs in the borough identifies a need for 60% rented and 40% other affordable housing tenures, and for 1, 2, and 3-bedroom flats and houses. In designing development schemes, developers and agents are encouraged to discuss the local affordable housing needs at the time with the Council's Housing Service and / or a locally-active registered provider.
- 3.32 Where requirement for on-site provision of 30% of 35% would result in a fraction of a dwelling, this will be rounded up or down according to mathematical convention (up at 0.5). The national vacant building credit will be applied where relevant in calculating both the on-site provision required and the affordable housing contributions required from smaller sites. Details of both calculations will be set out in a revision to the Affordable Housing Supplementary Planning Document 2014.
- 3.33 Developments that seek to avoid the requirements of this policy by failing to make most efficient use of land or by artificially subdividing land ownership into smaller development sites will be required to increase density where appropriate, or to meet the cumulative requirement for all the sites on one or more of the sites.
- 3.34 This policy requires developers of market housing to contribute to the stock of affordable homes for rent and sale within the borough. A level of provision has been set that ensures that necessary infrastructure can also be funded and that the delivery of developments is not put at risk due to viability.

- 3.35 Land and property values are generally high across the borough, although with considerable variation, and assessments show that the level of provision we are seeking can be supported by the vast majority of developments. However, the Council recognises that there may be some sites where abnormal and unanticipated costs would make a development scheme unviable if they had to deliver the full affordable housing provision or contribution in line with the policy. If applicants demonstrate to the Council's satisfaction that the affordable housing sought is not financially viable then variation of tenure and / or size mix, or number of affordable homes, may be agreed by negotiation. Further detail is provided in the Affordable Housing Supplementary Planning Document 2014 that will be revised following adoption of the DMP.
- 3.36 Affordable housing should be provided on site on developments of 11 or more dwellings in order to contribute towards mixed, balanced communities and economies. However in exceptional circumstances should the Council consider that it would not be suitable or practical to provide the affordable housing on site, including for reasons of future management, it may accept affordable housing provided on an alternative site, or a payment in-lieu of on-site provision. Either alternative provision / contribution will be expected to be of equivalent cost to the developer compared to on-site provision.

## **Policy DES7 - SPECIALIST ACCOMMODATION**

### **Caravans**

For planning applications for residential caravans (those that do not fall under Core Strategy Policy CS16 - Gypsies, travellers and travelling showpeople or DMP GTT1 – Gypsy, Travellers and Travelling Showperson Accommodation) the following criteria will be used to assess the suitability of sites:

- 1) The site can be integrated into the local area and co-exist with the local community
- 2) The site has safe access to the highway and has adequate parking and turning areas
- 3) The site provides a satisfactory residential environment for its intended occupiers and on-site utility services for the number of pitches proposed
- 4) The site is not located in an area of high flood risk, including functional floodplains
- 5) There is adequate local infrastructure and access to appropriate healthcare and local schools
- 6) The site does not significantly impact on the visual amenity and character of the area or the amenity of neighbouring land uses.

### **Older people and support needs**

To provide enough suitable accommodation for older people and for people with other support needs:

- 1) The Council will support proposals that are easily accessible to shops, public transport, community facilities and services appropriate to the needs of the intended occupiers
- 2) The loss of existing care homes, housing for older people and those with support needs will be resisted unless adequate alternative provision is provided locally or evidence is provided - to the satisfaction of the Council - that there is no longer a need for the facilities.
- 3) Developments should be of a high quality, including adequate amenity space and where appropriate should take into consideration opportunities for sitting, socializing, gardening and active leisure pursuits.
- 4) To meet the need for affordable accommodation within the Borough:
  - a) Where accommodation falls into C3 use class, the Council will expect affordable housing to be provided.
  - b) Where accommodation falls into C2 use, the Council will encourage applicants to explore the provision of financial contributions towards affordable care rooms or care packages with Surrey County Council
- 5) New housing developments will be expected to provide accessible housing in line with the requirements below unless it can be clearly demonstrated that it is not financially viable or that the physical characteristics of the site would make the development unsuitable for older and/ or less mobile people:
  - a) On sites of 5 or more units, at least 20% of dwellings should meet the Building Regulations requirements for 'accessible and adaptable dwellings'
  - b) On sites of 25 or more units, at least 4% of dwellings should be designed to be adaptable for wheelchair users in accordance with the Building Regulations requirements for 'wheelchair user dwellings'.

**Explanation:**

- 3.36 Providing a range of types of homes encourages more balanced communities. This policy seeks to secure housing to meet the needs of the following groups:
- 3.37 **Caravans:** The Council have a duty to consider the needs of those residing or resorting to their district, including with respect to sites for caravans and the mooring of houseboats. The borough does not have waterways which would accommodate houseboat so these are not covered by this policy.
- 3.38 The needs of Travellers have been assessed and are covered under Core Strategy Policy CS16 and DMP Policy GTT1. This policy covers any caravan needs which do not fall under these two policies.

- 3.39 **Older people and those with support needs:** National guidance recognises that the need to provide housing for older people is critical given that the increase in the number of household aged 65 and over is projected to account for over half of new households according to national household projections.
- 3.40 From a borough perspective the Housing for Older People evidence paper forecasts potential growth of those over 65 as being between 35% and 50% and identifies a significant percentage increase in the proportion of the population over 85.
- 3.41 In planning for the elderly, it is important to recognise the breadth of requirements within this broad group; needs range from remaining in the existing home to around the clock nursing care, with a variety of specialist accommodation in between. The main forms of accommodation for older people can be summarised as follows:
- **Age restricted/age exclusive housing:** does not include any support/care for residents, but is likely to be of a type or include adaptations which make it more suited to older residents.
  - **Sheltered housing:** include individual homes with low level support provided by a scheme manager (on site or floating). Often includes a range of communal areas/facilities for residents such as lounges and shared laundry. More commonly referred to as 'retirement housing'.
  - **Enhanced sheltered housing:** similar to above but with the provision of more in-house facilities, services and range of support for residents
  - **Extra care Assisted Living:** a complex of individual homes which also provides a full range of on-site care options that can respond flexibly to increasing individual needs. Schemes often include a range of 'lifestyle' facilities for social and recreational activities.
  - **Care homes:** a residential setting where a number of residents live usually in individual rooms. Homes provide a range of on-site care services, ranging from those which only offer personal care to nursing care, and may be registered for specific needs (such as dementia)
- 3.42 Key points summarised from local evidence<sup>2</sup> and consultations are:
- Many older people prefer to stay within their own home as long as possible, something which may be supported further in the future due to technological advances in the future.
  - There is a lack of suitable mainstream housing to allow people the option to downsize, remain in their local area and which caters for the active older

<sup>2</sup> [http://www.reigate-banstead.gov.uk/download/downloads/id/55/strategic\\_housing\\_market\\_assessment\\_final\\_report\\_2012.pdf](http://www.reigate-banstead.gov.uk/download/downloads/id/55/strategic_housing_market_assessment_final_report_2012.pdf)

Housing for Older people Evidence paper

person. Evidence indicates that older people are less likely to downsize if the only options available are small, cramped and institutionalised homes, so it is integral that housing targeted at older people is well/appropriately designed.

- There is a significant oversupply of units/bedrooms within care homes, some additional need for sheltered housing and a prominent undersupply of extra care.

3.43 There is also a need to consider the needs of people with other specialist care requirements who are not necessarily elderly. Support needs include, for example, those with learning difficulties, physical and mental disabilities. These persons can be affected by housing circumstances and the level of care and support available. Examples of housing options for those with specialist care requirements include:

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

3.44 This policy seeks to deliver a range of types of housing to provide the choice for elderly residents and those with support needs in the borough. This policy seeks to provide accessible dwellings to enable people to remain in their own homes as their needs evolve whilst also recognising that there is a need to provide some specialist accommodation for those that need more support, whether elderly or not.

3.45 These dwellings should be located so there is easy access to amenities such as shops, post offices, medical services, chemists, places of worship and other community facilities such as parks and libraries

3.46 In order to assess whether a facility will/would lead to an overconcentration in the area, evidence will be taken into account relevant to the use proposed.

3.47 This will include whether future residents would be sufficiently supported by primary health care services, requiring - where appropriate - evidence from Clinical Care Groups who are responsible for the planning and commissioning of health care services for their local area.

- 3.48 With regard to proposals for older people accommodation, account will be taken of whether the facility would lead to the number of beds of residential/ nursing/ extra care facilities per 1,000 people aged 75+ to exceed the Surrey average as set out in the Accommodation with Care and Support – Older people Report, or subsequent publications.

### Policy DES8 – COMMUNITY FACILITIES

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

#### Explanation:

- 3.49 This approach builds on Core Strategy policy CS12.
- 3.50 Community facilities (such as public houses, educational facilities, healthcare and community care facilities, child care facilities, meeting halls, libraries, and places of worship) are vital in supporting both new development and existing neighbourhoods, but can often face pressure to be developed for housing or other uses. Community facilities can include those which provide a very clear public benefit, but also includes facilities which can facilitate occurrences such as social interaction and community events.



Theme 3: Place Shaping
------------------------

- 3.51 The policy recognises the need to protect existing provision of community facilities, while also accepting that in some cases a lack of demand may make it unviable to retain them. The policy sets out the situations in which the loss of a community facility will be considered acceptable, while aiming to maintain or improve the overall level of provision across the borough.
- 3.52 The policy also recognises that new community facilities will be supported where there is an identified need for these, subject to appropriate controls to ensure these are usable and can be integrated into the local community.

### Policy – DES9 - ELECTRONIC COMMUNICATION NETWORKS

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

#### Explanation:

- 3.53 Access to high speed broadband benefits communities and businesses, including home-based businesses. Retrofitting can be costly and disruptive; therefore it is important that new development is designed to be 'future-proofed'. Superfast broadband should be incorporated to current agreed industry standards. Developers and infrastructure providers should engage early in the process to facilitate effective delivery. Telecommunications apparatus is also a vital part of providing access to electronic communications

Theme 3: Place Shaping
------------------------

networks, however can – if poorly designed and sited – result in a loss of residential or visual amenity.

- 3.54 This policy recognises that a balance needs to be struck between securing comprehensive coverage whilst safeguarding character, particularly in the most sensitive areas.

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

#### Policy Context for DES10 - 12

##### Core Strategy

*Policy CS 10:* Development will... be designed to minimise pollution, including air, noise and light, and to safeguard water quality.

#### Policy DES10 - CONSTRUCTION MANAGEMENT

The Council will expect all developments to be managed in a safe and considerate manner.

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

- e) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection
  - f) Means of communication and liaison with neighbouring residents and businesses
  - g) Hours of work
- 3) Any advertisements and signage proposed to be displayed for the duration of construction works – including as part of site hoardings – must be appropriately designed in accordance with DES9. Conditions will be used to secure removal of any temporary advertisements.

### Explanation:

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

## Policy DES11 – POLLUTION AND CONTAMINATED LAND

The policy applies borough-wide, however the following spatial considerations are relevant:

- [Air Quality Management Areas](#)
- [Noise contours associated with Gatwick Airport](#)

**POLICY DES11:**

- 1) For all types of development, across the borough, in addition to other relevant policies:
  - a. Development will only be permitted (and subject to compliance with other policies) where it can be demonstrated that (on its own or cumulatively) it will not result in a significant adverse or unacceptable impact on the natural and built environment (including sensitive habitats); amenity; or health and safety due to fumes, smoke, steam, dust, noise, vibration, smell, light or any other form of air, land, water or soil pollution. Where there would be potential adverse effects from pollution and adequate mitigation cannot be provided, development will not normally be permitted. This includes pollution from construction and pollution predicted to arise during the life of the development. Particular attention should be paid to development within Air Quality Management Areas.
  - b. New development will not normally be permitted where existing fumes, smoke, steam, dust, noise, vibration, smell, light or any other form of air, land, water or soil pollution are unacceptable and there is no reasonable prospect that these can be mitigated against. This is particularly relevant for sensitive development such as residential.
  - c. Noise sensitive uses should be located away from existing sources of noise. If no other reasonable alternative sites exist, development will only be permitted if the noise can be satisfactorily mitigated to acceptable levels.
  - d. Where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.
  - e. Measures to reduce air pollution will be encouraged.
- 2) Within areas of poor air quality (as defined by the presence of Air Quality Management Areas) development must be designed to minimise the occupants' or users' exposure to air pollution, both internally and externally.
- 3) In areas near Gatwick Airport, residential development will be permitted where (subject to compliance with other policies) it can be demonstrated that the noise levels will not have a significant adverse effect on the proposed development. Proposals for residential development on sites falling within the 57 dB  $L_{Aeq}$  (07:00 to 23:00) or 48 dB  $L_{Aeq}$  (23:00 to 07:00) noise contours for Gatwick Airport must:
  - a. Be accompanied by a full noise impact assessment;
  - b. Demonstrate that - through satisfactory design, mitigation or attenuation measures - future occupants would not be subject to a significant adverse or unacceptable level of noise disturbance both within buildings and externally.

**Explanation:**

- 3.58 Well-designed development must consider the surrounding environment. This includes both the impact of that development on the surrounding area,

properties and residents, but also the impact of the environment on that development.

- 3.59 Mitigation is an important aspect in making some developments acceptable, and examples can include green buffers (tree planting), siting of sensitive uses away from the street frontage/source of pollution and design measures such as higher insulation.
- 3.60 With regard to sensitive development, the most sensitive will be residential but others
- 3.61 Gatwick Airport is located adjacent to the boundary of Reigate & Banstead, in the Borough of Crawley. As such, there is potential for the airport to impact residents in this borough. The use of 57 dB  $L_{Aeq}$  (07:00 to 23:00) or 48 dB  $L_{Aeq}$  (23:00 to 07:00) as thresholds in clause (4) is based on Airport Noise Contour Maps produced by the Civil Aviation Authority (CAA) and on the recognition in the Aviation Policy Framework (2013) that 57 dB of daytime aircraft noise marks the approximate onset of significant community annoyance.
- 3.62 To ensure consistency with Crawley Borough Council the Council are using the noise contours in the CAA ERCD Report 0308 which models the impact of a second runway. This document should be used to inform planning applications, particularly in the south of the borough, until such time as this report is superseded by subsequent noise contours published by the CAA.

## Policy DES12 - ADVERTISEMENTS AND SHOP FRONT DESIGN

- 1) Proposals for advertisements and their supporting structures will be considered favourably where they:
  - a) Do not harm the character and appearance of the locality, taking account of overall impact, individually and cumulatively with existing advertisements
  - b) Do not add unacceptable street/visual clutter
  - c) Do not compromise highway or pedestrian safety
  - d) Would not have an adverse impact on the character, features and appearance of a conservation area, heritage asset or valued landscape
  - e) Would not harm the aural or visual amenity of occupiers of neighbouring residential development.
- 2) Advertisements and signage should be of an appropriate size and design to complement and enhance the appearance, character and vitality of an area
- 3) Proposals for shop fronts, fascias and advertisements on buildings should be designed to respect the entire elevation and proportions of the building and/or its shop front frame, taking account of any architectural features, and should be complementary to the street scene in general.

- 4) If illumination is proposed, this should be provided in a discreet and subdued manner, without overly dominant fittings, clutter or cables. Lighting should be limited to the advertisement element (logos and words) and not the full width of the fascia. Illumination will be carefully controlled in primarily residential areas.
- 5) High level brilliantly illuminated, neon, or flashing advertisements, or advertisements with moving parts, will not normally be permitted. .

**Explanation:**

- 3.63 Advertisements can serve a useful purpose, but by their nature are visually prominent. This is acceptable in some locations, however can be harmful in other locations where advertisements can detract from the visual quality or coherence of an area or contribute to visual clutter.
- 3.64 To ensure that the Council can minimise nuisance that could be caused by bright advertisements, it will use the guidelines of the Institute of Lighting Engineers to determine appropriate levels of illumination. Flashing neon signs or displays with moving parts will not normally be permitted by the Council as these can distract pedestrians and motorists causing public safety concerns. The policy is supported by supplementary planning guidance which provides further detail about [shop front design](#).

## Section 2: Open space and recreation

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

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

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

#### Core Strategy Policies

- *Policy CS12: Infrastructure Delivery*

### What does the DMP do?

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

#### DMP OBJECTIVES:

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

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

The proposed DMP policies applicable to these objectives are:

OSR1: Urban Open Space

OSR2: Open space in new developments

OSR3: Outdoor sport and recreation

**Objective SC4: Protect the most valuable open space within the urban areas and**

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

### **Policy Context OSR1 - 3**

#### Core Strategy

*Policy CS2:* In considering the allocation of land and /or proposals for significant development, the Council and developers will be required to protect and enhance the borough's green fabric ... Urban green spaces, green corridors and site specific features which make a positive contribution to the green fabric and/or a coherent green infrastructure network and will, as far as practicable, be retained and enhanced. The Council will work with a range of partners to promote, enhance and manage a substantial network of multi-functional green infrastructure across the borough, to maximise the social, economic and environmental benefits of the borough's green fabric.

*Policy CS10:* Protect and enhance the green fabric, and respect and contribute to the borough's green infrastructure network.

*Policy CS12:* The Council will secure contributions from new development towards the infrastructure required to meet the needs created by the new development; [and] require infrastructure to be provided either ahead of, or alongside, the delivery of new development. [The Council will] encourage proposals that would...

- increase the range, improve the quality, or enhance the accessibility, of community and leisure (including sport, recreation, and cultural) facilities in the borough, and/or provide for a mix of compatible community services on a single site, including through consolidation to result in economies of scale or innovative forms of service provision.
- Resist the loss of existing leisure and community facilities (including sport, recreation and cultural) and open spaces, unless it can be demonstrated that (a) the existing use is surplus to requirements, or (b) equivalent or better provision in terms of quantity and quality, or some wider community benefits will be made in a suitable location.
- Seek provision and maintenance of leisure and community facilities and open spaces from new development.



## Policy OSR1 – URBAN OPEN SPACE

For all areas designated as Urban Open Space

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

### **Explanation:**

- 3.66 Urban open spaces make an important contribution to the environmental quality of the borough. Such spaces are an important part of the green fabric of the borough, often fulfilling multiple purposes (for example, recreational use, biodiversity value, visual contribution to the character of an area, food production).
- 3.67 These spaces are often also subject to development pressures. A policy to safeguard the most important urban open spaces, and ensure they continue to benefit current and future residents, is therefore important.
- 3.68 The policy recognises, however, that in some exceptional circumstances development on Urban Open Space might be acceptable, for example where this land is no longer required or the proposal would provide community benefit which would outweigh the loss of the open space. This policy allows for exceptional circumstances to be demonstrated where certain specific criteria can be satisfied.

- 3.69 It is proposed that the Council takes a proactive, positive and collaborative approach to meeting the requirements of local schools: this reflects the importance which national policy places on the potential need to expand and alter schools.

### Policy: OSR2 - OPEN SPACE IN NEW DEVELOPMENTS

- 1) New housing developments will be expected to make suitable provision for public open space, sport and recreational facilities as set out below:
  - a. Open space provision should be provided in line with the following standards:
    - i. For sites of 463 dwellings or more, natural and semi-natural greenspace should be provided at a standard of 1.8ha/1,000 people
    - ii. For sites of 833 dwellings or more, allotment plots should be provided at a standard of 10 plots/ 1,000 people
    - iii. For sites of 26 dwellings or more, amenity greenspace should be provided at a standard of 0.8ha/1,000 people
    - iv. For sites of less than 26 dwellings, amenity greenspace should be provided in line with policy DES1
  - b. Outdoor sports provision should be provided at a standard of 1.6ha/ 1,000 people of which 1.2ha/1,000 should be pitch sports for sites of 292 dwellings or more
  - c. Recreational facilities should be provided in line with the following standards:
    - i. For sites of 38 dwellings or more, children's play facilities should be provided at a standard of 0.25ha/ 1,000 people including:
      - (1) For sites of 38 dwellings or more, at least 1 LAP
      - (2) For sites of 267 dwellings or more, at least 1 LAP and 1 LEAP
      - (3) For sites of 600 dwellings or more, at least 1 LAP, 1 LEAP and 1 NEAP
    - ii. For sites of 200-500 dwellings, 1 MUGA should be provided
    - iii. For sites of 500 or more dwellings, youth facilities should be provided at a standard of 0.3ha/ 1,000 people
  - d. The above standards should be taken as a minimum but may vary on a case by case basis taking into account the specific circumstances.
- 2) In exceptional circumstances, the Council may negotiate a financial contribution to secure off-site provision or enhancements elsewhere in lieu of on-site provision.
- 3) Any provision made as part of new developments will be expected to meet relevant local or national quality standards, be designed as an integral part of the development and include appropriate measures for on-going management and maintenance.
- 4) On large housing sites, including sustainable urban extensions, open space requirements and how they are to be delivered will be established on a case by case basis and set out in a development brief, using the standards above as a minimum starting point.

- 5) Once provided, new open space will be treated as though designated as urban open space and policy OSR1 will apply.
- 6) The design of new open spaces should seek opportunities to anticipate future climate change impacts (See CCF1 and CCF2)

**Explanation:**

- 3.70 As the population of the borough grows, increased public open space provision will be needed to ensure that existing and future residents continue to have access to high quality open space and opportunities for recreation close to their homes. This policy will secure additional provision from larger housing developments to ensure open space keeps pace with development. The standards are underpinned by national guidance from Fields in Trust and local evidence, taking into account the need for any open space provided to be of a useable size.
- 3.71 Amenity space refers to informal green spaces suitable for casual enjoyment or informal recreation/play and should be provided in addition to private garden space and be accessible for use by all residents. Reflecting the important role of new open space in managing the impacts of new development, once provided, open space within new developments will be treated as though designated as Urban Open Space.
- 3.72 Exceptional circumstances, as referred to in paragraph 2 of policy OSR2, may include when there is open space provision in close proximity to the proposal site which could provide for the development, with necessary improvements to support this funded through developer contributions.
- 3.73 There is growing recognition of the role that open space can play in managing and mitigating the impacts of climate change. As such, opportunities to build resilience into new open spaces should be explored, for example through water storage, carbon absorption and shading.

**Policy Approach: OSR3 - OUTDOOR SPORT AND RECREATION**

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

- 1) Be of a scale and form which is appropriate to their location;
- 2) Be designed and sited to minimise visual obtrusion, light pollution and noise and to ensure that the amenity of neighbouring properties would not be adversely affected;
- 3) Preserve the openness of the countryside and not conflict with the purposes of the Green Belt; and

- 4) Not have an adverse effect on the features of nature conservation, geology and biodiversity value or landscape value character of the site.

**Explanation:**

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

### Section 3: Transport, access and parking

#### What does the Core Strategy say?

##### The Core Strategy Vision:

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

##### The Core Strategy Objectives:

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

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

##### Core Strategy Policies

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

#### What does the DMP do?

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

##### DMP OBJECTIVES:

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

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

The proposed DMP policies to these objectives are:

TAP1: Access, Parking and Servicing

TAP2: Airport car parking

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

**Objective SC7: Ensure new developments are served by safe and well designed access for vehicle, pedestrians and cyclists**

### **Policy Context TAP 1 - 2**

#### Core Strategy

*Policy CS17:* The Council will work with Surrey County Council, Highways England, rail and bus operators, neighbouring local authorities and developers to:

- Manage demand and reduce the need to travel by...securing provision of – or easy access to – services, facilities and public transport as part of new development
- Facilities sustainable travel choices by...improving travel options through enhanced provision for bus, rail, walking, cycling and bridleways; promoting walking and cycling and the preferred travel option for shorter journeys;... requiring the provision of travel plans and transport assessments for proposals which are likely to generate significant amounts of movement; and seeking to minimise parking provision in the most sustainable locations and secure adequate parking provision relative to patterns of car ownership elsewhere.

*Para 7.8.8:* The Council will develop detailed policies in relation to parking in the DMP and supplementary guidance. These will set out graduated standards for different areas of the borough to ensure that car parking does not detract from the character of the area and encourages sustainable modes of transport.

### **Policy Approach: TAP1 - ACCESS, PARKING AND SERVICING**

- 1) All types of development, across the borough, will be required to:
  - a) Provide safe and convenient access for all road users, in a way which would not:
    - i. unnecessarily impede the free flow of traffic on the public highway, or compromise pedestrians or any other transport mode, including public transport and cycling
    - ii. materially exacerbate traffic congestion on the existing highway network; or
    - iii. increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road users
    - iv. All of the above should include consideration of cumulative impacts of development in the locality
  - b) Incorporate a highway design and layout that:
    - i. complies with currently adopted highway standards and guidance (including roads which will not be adopted by the Highways Authority,

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

**Explanation:**

- 3.76 As the borough population grows, increasing demand for travel from those who live, work, visit and travel is inevitable. New development has a role to play in ensuring that this increased demand does not adversely affect the

efficiency and safety of the local transport network. Proposals for new development should therefore include consideration of the impact of such development on travel at a site wide level as well as consideration of the cumulative impacts on the wider area. Where possible, new development should link with the existing wider sustainable transport network, for example bus routes and existing cycle paths in order to provide a range of options for sustainable travel and to encourage more sustainable travel.

- 3.77 This policy recognises that new developments need to both manage travel demand and make travel by sustainable modes more attractive and accessible – such an approach can be informed by Sport England’s Active Design Guidance. However, the policy also recognises that car travel will continue and therefore appropriate parking provision is necessary to ensure that parking does not detract from character or put pressure on local roads.
- 3.78 Good design and implementation is important, including for access and servicing, to minimise impact on street scene and protect public safety. As part of this, developers will be expected - as part of their development – to remove any dropped kerbs and crossovers made redundant by the development and reinstate the footway/verge.

#### **Policy Approach: TAP2 – AIRPORT CAR PARKING**

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

#### **Explanation:**

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



## Section 4: Climate change resilience and Flooding

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

#### Core Strategy Policies

- *Policy CS10:* Sustainable Development

### What does the DMP do?

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

#### DMP OBJECTIVES:

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

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

The proposed DMP policies applicable to these objectives are:

CCF1: Climate Change

CCF2: Flood Risk

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

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

## **Policy Context CCF1 - 2**

### Core Strategy

*Policy CS10:* Development will...contribute to a reduction in carbon emissions by...maximising energy efficiency ... encourage[ing] renewable energy/fuel production...be designed reflecting the need to adapt to the impacts of climate change...be located to minimise flood risk, through the application of the sequential test and where necessary the exception test, taking account of all sources of flooding including fluvial, surface water, sewer and pluvial flooding, and reservoir failure, and manage flood risk through the use of SuDS and flood resistant/resilient design features, and where necessary provide floodplain compensation.

## **Policy Approach: CCF1 – CLIMATE CHANGE MITIGATION**

### **POLICY CCF1**

- 1) New residential developments must:
  - a) Meet the tighter national water efficiency standard of 110/litres/person/day
  - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.
- 2) New non-residential developments of 1,000 square metres or more of gross floorspace should include renewable or low-carbon energy generation to provide 10% of the expected energy usage of the development, unless it can be demonstrated not to be viable. This could be through renewable energy technologies (i.e. solar photovoltaics), implementation of or connection to a district heating network, or any other method that demonstrably reduces carbon emissions from energy usage.
- 3) Micro-generation should be considered for new development and where proposed should be incorporated sensitively into the proposed design
- 4) The design of buildings should maximise opportunities for energy saving e.g. orientation of the building to achieve solar gain, unless this conflicts with other policies
- 5) The use of sustainable construction methods and materials will be encouraged (See also Core Strategy CS10).

### **Explanation:**

- 3.81 The borough has a responsibility not just to adapt to the effects of increased climate change, but also to contribute to national targets on reducing carbon emissions, thus mitigating the effects of climate change to some degree. This policy requires both residential and non-residential development to aim for high standards of energy efficiency and the inclusion of renewable energy technologies, while providing flexibility and choice to ensure new developments can remain viable.
- 3.82 The Core Strategy notes that future development should adapt to the impacts of climate change through the design and location of development, use of construction methods, and the generation of renewable energy, and that the Council should take every opportunity to 'design in' sustainability. Sustainable construction methods and materials, such as the use of recycled or secondary aggregates, should be considered in line with Core Strategy Policy CS10. This need is reflected in Policy CCF1.
- 3.83 The Core Strategy also specifically calls for district heating possibilities to be explored for strategic developments and major developments. Where site allocations are considered to have some potential for district heating, this has been identified in the site allocation policy.
- 3.84 The requirement to meet the higher water efficiency standard is based on a recognition by Thames Water and Sutton & East Surrey Water that this standard should be adopted by local authorities in the south east, based on Environment Agency findings that much of the south east of England should be considered an area of water stress.
- 3.85 The requirement for improvements in energy efficiency are based on the Written Ministerial Statement of 25 March 2015, which stated that local authorities can require energy efficiency standards equivalent to Level 4 of the now withdrawn Code for Sustainable Homes, as this will be the level at which a future update to the Building Standards will be set. This level is consistent with that set in the Core Strategy when the Code for Sustainable Homes was still in force.
- 3.86 Climate change adaptation and mitigation is a thread that runs throughout the DMP, building on policies in the Core Strategy (CS10: Sustainable development; CS11: Sustainable construction; and CS17 Travel options and accessibility). Policies relevant to climate change adaptation and mitigation include DES1: The design of new development; DES6: Delivering high quality homes; TAP1: Access, parking and servicing; NHE1: Landscape protection; NHE3: Protecting trees, woodland areas and natural habitats; and NHE4: Green Infrastructure.

**Policy Approach: CCF2 – FLOOD RISK**

- 1) Development proposals must avoid areas at risk of flooding and prioritise development in areas with the lowest risk of flooding. Any proposal within an area known to be at risk of flooding should satisfy the sequential test, and where necessary, the exceptions test in line with relevant national guidance.
- 2) Sites within flood zones 2 and 3, sites within flood zone 1 which are greater than 1 hectare in area, sites with critical drainage problems or where a proposed development will result in a vulnerable development being subject to other sources of flooding will be required to complete a site-specific Flood Risk Assessment (appropriate to the scale of the development) . This should take account of the impacts of climate change over the lifetime of the development, demonstrate that the development will be safe for its lifetime taking account of the vulnerability of the proposed use and take account of the advice and recommendations set out in the Strategic Flood Risk Assessment.
- 3) Proposals must not increase the level of risk of flooding elsewhere. Where possible, proposals should seek to secure opportunities to reduce both the cause and impact of flooding.
- 4) Development should reduce surface water run-off rates using Sustainable Drainage systems where necessary, suitable to the scale and type of development. Where Sustainable Drainage Systems are proposed, schemes should include appropriate arrangements for the ongoing maintenance for the lifetime of the development.

**Explanation:**

- 3.87 Flood risk - including with respect to fluvial, surface water and groundwater - affects a number of areas within the borough, including key regeneration areas. Whilst there is a need to make best use of land in the borough, a policy is required to ensure that this is balanced with the need to ensure new development is designed safely and will not worsen the risk of flooding for others.
- 3.88 The Council has undertaken a Strategic Flood Risk Assessment to fully understand the flood risk in the area from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk. This document should be taken into account when preparing applications for sites within flood zones 2 and 3, sites within flood zone 1 which are greater than 1 hectare in area, sites with critical drainage problems or where a proposed development will result in a vulnerable development being subject to other sources of flooding, which require preparation of a Flood Risk Assessment. In particular, climate change allowances should be factored into

the design of a scheme<sup>3</sup> and information on these measures should be submitted with an application, including consideration of national sensitivity ranges for rainfall intensity and peak river flows as appropriate.

- 3.89 For site specific Flood Risk Assessments, advice on the scope of the Flood Risk Assessment required should be sought from the Environment Agency.
- 3.90 Applicants should be aware that future Flood Alleviation Schemes within the borough could alter the risk of flooding in locations where these have been completed.
- 3.91 Future flood alleviation schemes currently include the Environment Agency's 6 year capital investment programme including projects in the following locations:
- Redhill town centre
  - Reigate town centre
  - Burstow Stream catchment at East Horley
  - South Earlswood
- 3.92 Details of Flood Alleviation Schemes can be found in the Strategic Flood Risk Assessment.
- 3.93 Where there is a need for a sequential test, and where appropriate an exception test, these should accord with national guidance<sup>4</sup>.
- 3.94 Where the area may be subject to other sources of flooding, it may be necessary to consult other bodies involved in flood risk management, as appropriate.
- 3.95 Development proposals should take into account the objectives of the Water Framework Directive and accord with the findings of the Gatwick Sub Region Water Cycle Study.
- 3.96 Sustainable Drainage Systems (SuDS), where appropriate, can be an integral tool in managing surface and ground water. The use of SuDS should be investigated for schemes proposed in areas at risk of flooding and major schemes as a minimum. However, the policy encourages these to also be considered for other development as this can help with reducing the effect on the quality and quantity of run-off from a development, and provide amenity and biodiversity benefits.

<sup>3</sup> <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

<sup>4</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6000/2115548.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6000/2115548.pdf)

3.97 Natural flood management measures can help slow, store and filter floodwater, and are often used in conjunction with more traditional engineering techniques. Environmental, social and other benefits can be provided simultaneously with reducing flood risk. Along with making existing flood defences more resilient to climate change, it can help achieve Water Framework Directive, Floods Directive and biodiversity goals at the same time.

## Section 5: Protecting the natural and historic environment

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

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

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

#### Core Strategy Policies

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

### What does the DMP do?

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

**DMP OBJECTIVES:**

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

The proposed DMP policies applicable to this objective are:

NHE1: Landscape protection

NHE2: Protecting and enhancing biodiversity and areas of geological importance

NHE3: Protecting trees and woodland areas

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

The proposed DMP policy approach applicable to this objective is:

NHE4: Green/Blue Infrastructure

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

The proposed DMP policies applicable to this objective are:

NHE5: Development within the Green Belt

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

NHE7: Rural Surrounds of Horley

NHE8: Horse keeping and equestrian development

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

The proposed DMP policies applicable to this objective are:

NHE9: Heritage Assets

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

### **Policy Context NHE1 - 3**

#### Core Strategy



*Policy CS2:* In considering the allocation of land and/or proposals for significant development, the Council and developers will be required to protect and enhance the green fabric:

- The Surrey Hills AONB is a landscape of national importance and will therefore be provided with the highest level of protection. The same principles will be applied to protect the AGLV as an important buffer to the AONB and to protect views from and into the AONB, until such time as there has been a review of the AONB boundary.
- All areas of countryside have their own distinctive landscape character. The landscape character of the countryside outside the current (or revised) AONB boundary will be protected and enhanced through criteria based policies in the DMP including, if and where appropriate, new local landscape designations. In those areas of countryside allocated for development, policies will be included in the DMP in relation to the design and siting of development to minimise the impact on landscape character...
- The Mole Gap to Reigate Escarpment Special Area of Conservation (SAC) will be afforded the highest level of protection in line with European legislation. Proposals for development that is likely to have a significant effect on the SAC, alone or in combination with other development, will be required to demonstrate that it will not adversely affect the integrity of the site.
- Sites of Special Scientific Interest, Sites of Nature Conservation Importance, Local Nature Reserves and ancient woodland will be protected for their biodiversity value and where appropriate enhanced...

### **Policy : NHE1 – LANDSCAPE PROTECTION**

The following spatial designations are relevant:

- The Surrey Hills Area of Outstanding Natural Beauty
- The Area of Great Landscape Value

#### **POLICY NHE1:**

- 1) Within or adjacent to the Surrey Hills Area of Outstanding Natural Beauty, great weight will be attached to the impact that the proposal would have on the landscape and scenic beauty. The same principles will apply to proposals within the current Area of Great Landscape Value and maintained as such, until such a time as the AONB Boundary Review is completed which may extend the AONB onto current AGLV
- 2) Proposals for development between Horley and Gatwick Airport must ensure that a physical visual break is retained through the protection and intensification of existing tree/hedgerow belts and other landscape measures including introducing a suitable and distinct landscape buffer to reinforce the identity and separateness of the settlement of Horley from Crawley and the airport, and have regard to the

open setting of the Airport consistent with adopted planning policies in adjoining areas

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

**Explanation:**

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

3.103 The policy will help ensure that valued and attractive landscapes elsewhere in the borough are protected and enhanced. This policy is supported by a Green Infrastructure Strategy and Action Plan.

## **Policy NHE2 – PROTECTING AND ENHANCING BIODIVERSITY AND AREAS OF GEOLOGICAL IMPORTANCE**

The following spatial designations are relevant:

- Natura 2000 sites (including the Mole Gap to Reigate Escarpment Special Area of Conservation)
- Sites of Special Scientific Interest
- Sites of Nature Conservation Importance
- Regionally Important Geological Sites
- Local Nature Reserves
- Biodiversity Opportunity Areas

### **POLICY NHE2:**

- 1) Internationally designated sites, (Natura 2000 sites), including the Mole Gap to Reigate Escarpment Special Area of Conservation (SAC), will be afforded the highest level of protection. Development proposals which are likely to have a significant effect on Natura 2000 sites (either individually or in combination with other development) must be accompanied by an Appropriate Assessment, and will only be permitted where:
  - a) It can be demonstrated that they will not have an adverse effect on the integrity of the site, or
  - b) it can be demonstrated:
    - i. that there are imperative reasons of overriding public interest for permitting the development; and
    - ii. there are no satisfactory alternative sites or solutions; and
    - iii. any impacts will be suitably mitigated

Proposals for improved countryside access which would divert recreational pressure away from the Mole Gap to Reigate Escarpment SAC, particularly those parts which are subject to overuse, will be supported, subject to the wider protection of biodiversity interest features.
- 2) Development that is likely to have an adverse effect on the special interest features of a Site of Special Scientific Interest will only be permitted where it is demonstrated that the benefits of the development in that location clearly outweigh the impacts on the special interest feature and on the national network of Sites of Special Scientific Interest, and any impacts will be suitably mitigated
- 3) Development that is likely to have an adverse effect upon any site designated as a Site of Nature Conservation Importance, Regionally Important Geological Site or Local Nature Reserve will only be granted where:

- a) The need for, and benefits of, the development on that site clearly outweigh the impacts on nature and geological conservation features and community value; and
  - b) It is demonstrated that adequate mitigation of or, as a last resort, compensation for, the impact of the development will be put in place.
- 4) Throughout the borough and especially within Biodiversity Opportunity Areas, development proposals will be expected to:
- a) Retain and enhance other valued priority habitats and features of biodiversity importance; and
  - b) Be designed, wherever possible, to achieve a net gain in biodiversity. Where a development will impact on a priority habitat or species, or protected species, and mitigation cannot be provided on site in an effective manner, developers may be required to offset the loss by contributing to appropriate biodiversity projects elsewhere, in a location agreed with the Council.
- 5) Development opportunities where the primary objective is to conserve or enhance biodiversity will be considered favourably.

**Explanation:**

3.104 The borough contains a number of sites that are recognised as being of international, national and local importance in providing habitats for a range of species, some endangered, and examples of interesting geology. This policy protects these most valued sites in line with national policy. The policy also recognises the role which more commonplace habitats can play in promoting biodiversity and seeks to encourage a net gain in biodiversity across the borough. Examples of how this can be achieved include use of green roofs, green walls, appropriate planting, bird and bat boxes or other methods where appropriate. This policy is supported by a Green Infrastructure Strategy and Action Plan.

**Policy NHE3 – PROTECTING TREES, WOODLAND AREAS AND NATURAL HABITATS**

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

- Ancient woodland areas
- Trees, either individually or in groups/areas, protected by Preservation Orders
- Conservation Areas

**POLICY NHE3:**

- 1) Where relevant, new development proposals will be required to include an assessment of existing trees and landscape features, including their suitability for retention. This assessment should include consideration of the impact on habitats beyond the site boundary.

- 2) Development resulting in the loss of or the deterioration in the quality of a protected tree or hedgerow (including trees covered by protection orders, protected hedgerows, trees in Conservation Areas, Ancient Woodlands, aged and veteran trees outside Ancient Woodland and trees classified as being of categories A or B in value), will be refused unless the need for, and benefits of, development in that location clearly outweigh the loss, on a case by case basis commensurate to the value of the feature.
- 3) Unprotected but important trees, woodland or hedgerows with ecological, amenity or other value should be retained as an integral part of the design of development except where their long-term survival would be compromised by their age or physical condition or there are overriding benefits.
- 4) Where loss of features described in 2 and 3 above are permitted, this will be subject to adequate compensatory provision commensurate to that which is lost. This should be provided on site where possible, but off site provision will also be considered in exceptional circumstances.
- 5) Where replacement tree and hedge planting is required, appropriate species of trees should be used and sufficient space must be provided at the design stage for tree provision, including space to allow trees to reach their optimum size.
- 6) A buffer zone will be required between ancient woodland sites and the boundary of adjacent new developments. Back gardens will not be considered part of these buffer zones.

#### **Explanation:**

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

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

#### Policy Context NHE4

##### Core Strategy

*Policy CS2:* The Council will work with a range of partners to promote, enhance and manage a substantial network or multi-functional green infrastructure across the borough, to maximise the social, economic and environmental benefits of the borough's green fabric.

*Policy CS10:* Development will...protect and enhance the green fabric, and respect and contribute to the borough's green infrastructure network...

*Policy CS12:* The Council will...secure green infrastructure in line with its Green Infrastructure Strategy to include provision of new open space and or improvements to existing open spaces, the provision of and/or improvements to links between open space, and measures to link new and existing developments with open space.

#### Policy : NHE4 – GREEN/BLUE INFRASTRUCTURE

- 1) The Council will work with landowners, land managers and stakeholders to secure the provision of a multi-functional green and blue infrastructure network by:
  - a) Resisting the loss of existing public open space. Where this is Urban Open Space the criteria within OSR1(2) must be met to justify the loss
  - b) Ensuring best management practice of multi-functional blue - green spaces across the borough.
  - c) Preserving and enhancing existing green infrastructure and water features in priority regeneration areas and throughout existing urban areas
  - d) Looking favourably on proposals that enhance, extend, or make new provision for allotments or community food growing opportunities
- 2) Development proposals must
  - a) Where possible, increase access to and provision of green infrastructure and open spaces
  - b) Avoid any adverse impacts on existing habitats and take the opportunity to enhance and incorporate biodiversity as an integral part of design, including watercourses and riverside habitats
  - c) Positively incorporate green and blue infrastructure as an integral part of the design of new developments; supporting initiatives within the Council's Green Infrastructure Strategy and Action Plan where possible. Any new blue-green infrastructure should link with existing blue-green infrastructure in the surrounding area where possible.
  - d) Incorporate open spaces and green spaces which can be used in a variety of ways and support a range of activities

- e) Protect and enhance public rights of way and National Trails
  - f) Where possible, create new links and corridors between open spaces, green infrastructure and the countryside beyond, such as through the provision of footpaths and bicycle paths or through planting and landscaping
  - g) Identify measures for appropriate maintenance of relevant green and blue infrastructure
- 3) The land, as shown on the Proposals Map, is allocated as the Riverside Green Chain. Within this land all the following uses and facilities will be permitted (in accordance with other policies) to facilitate activities compatible with the area and the maintenance of a natural green and blue environment:
- a) informal recreation;
  - b) formal outdoor recreation, allotments, agriculture and woodland where feasible, excluding horse keeping and equestrian development;
  - c) establishment of Local Nature Reserves and similar nature conservation provision;
  - d) enhancements to the riverine environment for water related purposes, including the establishment of buffer zones;
  - e) safe access provisions to appropriate sections of the riverine environment including safety measures consistent with the scale of visitor and operation activity while protecting other areas as wildlife refuges in accordance with a nature conservation strategy for the area;
  - f) interpretation and supervised investigation of archaeological sites;
  - g) creation of ponds, swales, bunds, stormwater wetlands and similar features as part of the surface water drainage system serving major new housing development and consistent with an overall agreed landscape plan;
  - h) construction of a combined orbital cycle and pedestrian path with connections to new and existing housing areas consistent with nature conservation values; and
  - i) provision of facilities for horse riders, where practicable

**Explanation:**

3.108 Green and blue infrastructure is green space and the water environment. Planning positively for green and blue infrastructure can bring a range of social, environmental and economic benefits for the borough; from supporting healthy lifestyles and creating opportunities for sustainable travel, to enhancing local biodiversity and helping combat climate change and flood risk.

3.109 Consideration should be given to how open spaces and green and blue infrastructure can be multi-purpose, for example flood storage can increase biodiversity opportunities.

3.110 Green and blue infrastructure can also support economic growth, enhancing the attractiveness and quality of our towns and regeneration areas to businesses and visitors.

3.111 Development should seek opportunities to increase access to green infrastructure and open spaces, for example by opening up public land to the public.

3.112 The policy reflects the importance of both protecting green and blue infrastructure and capturing opportunities arising from new development to widen the network. As part of this it is important to recognise that Green and blue infrastructure networks can extend across administrative boundaries, linking with networks in neighbouring boroughs and as such it is important to work proactively with adjoining Local Authorities and relevant stakeholders.

3.113 This policy is supported by a Green Infrastructure Strategy and Action Plan.

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

### **Policy Context NHE5 - 8**

#### Core Strategy

*Policy CS3:* A robust and defensible Green Belt will be maintained to ensure that the coherence of the green fabric is protected and future growth is accommodated in a sustainable manner.

Planning permission will not be granted for inappropriate development in the Green Belt unless very special circumstances clearly outweigh the potential harm to the Green Belt.

### **Policy NHE5 – DEVELOPMENT WITHIN THE GREEN BELT**

The following spatial designations are relevant:

- Metropolitan Green Belt

#### **POLICY NHE5:**

1) *Extensions or alterations to buildings in the Green Belt:* Extensions or alterations to buildings in the Green Belt will be permitted where (subject to compliance with other policies):

- a) The host building is lawful and permanent
- b) In the case of dwellings and ancillary buildings, the extensions would not result in accommodation readily capable of conversion into a separate dwelling(s)
- c) The design respects the original form and appearance of the existing building and the character of the area



- d) The extensions, in combination with any other additions, would not be disproportionate compared to the original building,(being that as originally built or as existed at 1948, whichever is later) taking account of:
- i. The additional footprint and floor area created by the alteration(s)
  - ii. The massing and bulk of the proposed alteration(s) and resultant building
  - iii. The height of the proposed alteration(s) and overall height of the resultant building
  - iv. The location, positioning and visual prominence of the proposed alteration(s)
- 2) *Replacement buildings in the Green Belt:* Replacement buildings in the Green Belt will be permitted where(subject to compliance with other policies):
- a) The existing building is lawful and permanent
  - b) The building proposed is for the same use as that which it is replacing
  - c) The design of the building and any associated landscaping proposals respects the character of the area and openness of the Green Belt
  - d) The proposed building is not materially larger than that which it is replacing taking account of the footprint, floor area, massing and bulk of the replacement building and the height of the replacement building
  - e) The building would be sited on or close to the position of the original building unless an alternative location within the curtilage materially reduces impact on the openness of the Green Belt.
- 3) *Minor anomalies:* The following minor changes to, and re-alignment of, Green Belt boundaries to address anomalies have been actioned (see Green Belt review, Appendix 2 for details):
- Monfort Rise, Salfords
  - Lodge Lane, Salfords
  - West Avenue/Horley Road, Earlswood
  - South of Copsleigh Avenue, Earlswood
  - Maple Road/Woodhatch Road, Earlswood
  - Three Arch Road, Earlswood
  - Oaklands Drive, Earlswood
  - Brambletye Park Road, Earlswood
  - Nuthatch Gardens, Reigate
  - Dovers Green Road, Reigate (a)
  - Dovers Green Road , Reigate (b)
  - Park Lane, Reigate
  - Colley Lane, Reigate
  - Coppice Lane, Reigate
  - Gatton Road, Reigate
  - Frenches Road, Redhill
  - Southern boundary of Watercolour development
  - Battlebridge Lane/London Road, Redhill
  - Oakley Site, Radstock Way, Merstham
  - Smithy Lane, Lower Kingswood
  - Green Lane, Lower Kingswood
  - Orchard Way, Lower Kingswood

Theme 3: Place Shaping
------------------------

- Mogador Road, Lower Kingswood
- Petrol Station, Brighton Road, Lower Kingswood
- Greenacres, Lower Kingswood
- R/O The Glade, Kingswood
- Legal & General, Furze Hill, Kingswood
- Withybed Corner, Walton on the Hill
- Walton Street/Ebbisham Lane, Walton on the Hill
- Howard Close, Walton on the Hill
- Mere Pond, Walton on the Hill
- Brighton Road, Burgh Heath
- Can Hatch, Burgh Heath
- Wellesford Close, Banstead
- Holly Hill Park, Banstead
- Chatsworth Park, Holly Lane, Banstead
- Winkworth Road/Bolters Lane, Banstead
- A217/Winkworth Road, Banstead
- Osier Way, Banstead
- Tattenham Crescent, Epsom Downs
- Coulsdon Lane, Chipstead
- R/O Chipstead Way, Chipstead
- Beckenshaw Gardens, Woodmansterne
- Kenneth Road, Woodmansterne
- Queens Close, Walton on the Hill
- Dorking Road, Tadworth

4) *Washed over villages and other land inset within the Green Belt*

The following amendments to previously washed over villages and other land inset within the Green Belt have been actioned (see Green Belt review for details)

- a) Previously in the Green Belt but now excluded from the Green Belt:
  - The village at Netherne-on-the-Hill
  - East Surrey Hospital
- b) Previously inset into the Green Belt but now included in the Green Belt
  - Babylon Lane

**Explanation:**

3.114 National policy attaches great importance to protecting the Green Belt from inappropriate development. National policy sets out circumstances when development in the Green Belt is not inappropriate; however, a local policy is considered necessary to provide additional clarity over how these circumstances will be interpreted and assessed locally. A base date of 19 December 1948 is used to define the “original building” for the purposes of the extension and alteration of buildings in the Green Belt in line with national policy.

### **POLICY NHE6 – REUSE AND ADAPTATION OF BUILDINGS IN THE GREEN BELT AND THE RURAL SURROUNDS OF HORLEY**

Within the Green Belt and the Rural surrounds of Horley:

- a) The re-use and adaptation of buildings in to support the rural economy or diversification of rural businesses will be supported provided:
  - i. The existing building is lawful, permanent and of sound construction and can be converted without significant or complete reconstruction
  - ii. The conversion would not detract from the character of the building or the surrounding rural character and would not lead to the loss of any features of architectural or historic importance
  - iii. The proposed use, along with any associated use of land surrounding the building, would maintain the intrinsic character and beauty of the countryside and where relevant would not be materially more harmful to the openness of the Green Belt.
- b) Where conversion to residential use is proposed, planning permission will only be granted where (subject to compliance with other policies):
  - i. The building is physically unsuitable for a commercial or industrial use, or other use which would support the rural economy, or is otherwise unsuitable due to its location, accessibility or highway safety; or
  - ii. The building is vacant and it can be demonstrated that reasonable attempts have been made for a minimum 6 month period, without success, to let or sell the premises for a use which would support the rural economy or that such a conversion would be financially unviable.(See Annex 3 for marketing requirements)

### **POLICY NHE7 - RURAL SURROUNDS OF HORLEY**

Proposals for development in the Rural surrounds of Horley will be expected to protect the countryside in accordance with paragraph 17 of the NPPF, which recognises the intrinsic character and beauty of the countryside.

1. Proposals for development in the Rural Surrounds of Horley will be looked on favourably where they:
  - a. Support the essential needs of agriculture, forestry and outdoor sports that are of appropriate size, siting and design and materials;
  - b. Support suitable small scale employment and tourism opportunities in the countryside
2. The creation of new dwellings will be permitted in limited circumstances, including
  - a. Where they meet the requirements of criteria 1 above
  - b. The one-to-one replacement of an existing dwelling of similar landscape impact
3. Extensions and replacement of existing buildings and any other ancillary development must maintain and not compromise the character of the countryside and landscape.

**Explanation:**

- 3.115 The Rural Surrounds of Horley (RSH) designation in the 2005 Borough Local Plan included most of the countryside around Horley, apart from a strip of land in the very east of the borough that falls within the Green Belt. Any development in the Rural Surrounds of Horley designation will need to adhere to this policy to ensure the countryside can be safeguarded from encroachment and can continue to provide the setting for the urban area.
- 3.116 The Rural Surrounds of Horley is not Green Belt. The area was originally excluded from the Green Belt to allow for future strategic allocations to be identified, and the 2005 Borough Local Plan identified those strategic allocations in the form of the Horley North East and North West Sector. At that time the Inspector considered that whether to designate the remaining Rural Surrounds of Horley as Green Belt could be a matter considered at the next review of the Local Plan.
- 3.117 The Core Strategy set out the need to review the Rural Surrounds of Horley designation to assess whether it should (in whole or in part) be designated as Green Belt. This would exclude any land required to deliver the development needs in the Core Strategy. Subject to the release of land required to meet the needs identified in this Plan, the Council will continue to protect the countryside in accordance with paragraph 17 of the NPPF, which recognises the intrinsic character and beauty of the countryside.
- 3.118 The Rural Surrounds of Horley have been assessed against the requirements in the National Planning Policy Framework, including taking account of the purposes of the Green Belt. The Green Belt review provides information on the process undertaken to assess the Rural Surrounds of Horley.

**Policy NHE8 – HORSE KEEPING AND EQUESTRIAN DEVELOPMENT**

- 1) Small scale stabling and small scale equestrian facilities will be supported provided the proposal:
  - a) Preserves the openness of the countryside and, where relevant, would not conflict with the purposes of the Green Belt
  - b) Would not adversely impact upon the character or appearance of the landscape or the nature conservation value of the site by virtue of its design, layout or intensity of use
  - c) Prioritises the conversion or re-use of existing buildings and structures in favour of new buildings where possible
  - d) Ensures any new stables or associated structures are sensitively designed, well integrated with existing structures on site and are not capable of adaption for alternative use in the future

- e) Has convenient and safe access to, but would not adversely impact upon, the existing bridleway network or other publicly accessible routes and spaces.
- 2) Proposals for commercial equestrian facilities will be expected to meet the criteria above and – where in the Green Belt – demonstrate very special circumstances in line with national and Core Strategy policies.

### Explanation:

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

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

#### Policy Context NHE9

##### Core Strategy

*Policy CS4:* Development will be designed sensitively to respect, conserve and enhance the historic environment, including heritage assets and their settings. Development proposals that would provide for the sensitive restoration and re-use for heritage assets at risk will be particularly encouraged.

#### Policy NHE9 – HERITAGE ASSETS

- 1) Development will be required to protect, preserve, and wherever possible enhance, the Borough's heritage assets and historic environment including special features, area character or settings of statutory and locally listed buildings
- 2) In considering applications that directly or indirectly affect designated or non-designated Heritage Assets a balanced judgement will be applied having regard to the scale of any harm or loss as a result of proposed development and the significance of the Heritage Asset. Development proposals must demonstrate a thorough understanding of the significance, character and setting of the heritage asset, how this has informed the proposed development, how the proposal would impact on the asset's significance and any necessary justification proportionate to the importance of the heritage asset and the potential impact of the proposal.

- 3) Any proposal which will result in substantial harm to or total loss of a designated Heritage Asset or its setting will be refused unless a clear and convincing justification or a substantial public benefit can be identified, in accordance with current legislation and national policy.
- 4) Any development proposals must be sympathetic to a heritage asset and/or its setting by ensuring the use of appropriate high quality materials, design and detailing (form, scale, layout and massing).
- 5) Development that would help secure the long term optimum viable use and sustainable future for heritage assets, especially those identified as being of greater risk of loss and decay, in a manner consistent with its conservation will be supported. Any associated development or enabling development should be acceptable in terms of its relationship to the listed or locally listed building, and character of the surrounding area.
- 6) Proposals which retain and improve the setting of heritage assets, including views, public rights of way, trees and landscape features, including historic public realm features in a manner consistent with its conservation, will be supported.
- 7) Proposals affecting a Conservation area must preserve and, where appropriate enhance, those elements that have been identified as making a positive contribution to the character and its setting, and special architectural or historic interest of the area.
- 8) Demolition (full or partial) of a building or removal of trees, structures or other landscape features in a Conservation Area will be permitted only where:
  - a) The building, structure or feature detracts from the character or appearance of the Conservation Area by reason of its design and construction (but not its condition), and
  - b) An approved replacement development scheme is in place, which preserves or enhances the character or appearance of the Conservation Area.
- 9) Development within or affecting the setting of a historic park or garden will be required to:
  - a) Avoid subdivision
  - b) Retain or restore features of historic or architectural interest, including trees, other distinctive planting and hard landscaping, and garden features
  - c) Where relevant, be accompanied by an appropriate management plan.
- 10) An archaeological assessment, and where appropriate a field evaluation, will be required to inform the determination of applications in the following circumstances:
  - c) Sites which affect, or have the potential to affect, Scheduled Monuments
  - d) Sites which affect, or have the potential to affect, areas of Archaeological Importance or High Archaeological Potential
  - e) All other development sites exceeding 0.4ha.
- 11) Where the policies map, or research, indicates remains of archaeological significance will be, or are likely to be encountered on a site, the Council will require submission and agreement of schemes for the proper investigation of the site, recording of any evidence, archiving of recovered material and the

publication of the results of the archaeological work as appropriate, in line with accepted national professional standards.

**Explanation:**

3.120 Reigate & Banstead has a rich and varied historic environment, which plays a key role in defining the distinctive character and individuality of the Borough. Features of heritage significance include buildings, monuments, sites, landscapes, and their settings and these are referred to as 'heritage assets'.

3.121 Heritage assets are irreplaceable and important resources in the borough and contribute to a wide range of social, cultural, economic and environmental benefits. Population growth and development will place greater demands on the historic environment and it is therefore essential that development is carefully managed to maintain our heritage assets for future generations. Development must also be well designed and not detract from existing local characteristics and built form that make a positive contribution to the area.

3.122 National planning policy makes it clear that one of the key dimensions of sustainable development is protecting and enhancing our historic environment.

3.123 Therefore, it is vital that heritage assets are protected, and that they are treated in accordance with the character and significance of their grading. However, it is also important that local plan policy includes flexibility to ensure that the continued use and maintenance of these assets is viable.

3.124 Heritage assets may be classed as 'designated' or 'non-designated'.

3.125 Designated heritage assets have statutory protection and include:

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

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

- Locally listed buildings
- County sites of Archaeological Importance
- Areas of High Archaeological Potential
- Historic Park and Garden of special borough interest

- 3.127 The Council may identify new heritage assets at any time and their identification would be a material consideration in any planning decision. The policies map shows the location of the Borough's Conservation Areas, Scheduled Monuments, Historic Parks and Gardens and known archaeological sites.
- 3.128 Where development may affect a heritage asset, applicants will be required to demonstrate a full understanding of its significance, utilising appropriate expertise where necessary. Relevant sources include Conservation Area Character Appraisals, Historic Environment Record, Borough's list of historic buildings ( which includes statutory listed buildings and their curtilage structures as well as locally listed buildings) and the national and local lists of historic gardens.
- 3.129 If the heritage asset is designated and has statutory protection, planning judgements will be set against the requirements of the relevant national legislation<sup>5</sup>. If the heritage asset is non-designated, planning judgements will be made on the basis of a thorough assessment of the historical and architectural interest, appearance and setting of the heritage asset.
- 3.130 This policy requires that development proposals must be sensitive to their impact on heritage assets and/or its settings with regard to use of appropriate materials, design and detailing. This approach seeks to ensure that the significance and setting of existing Heritage Assets are preserved and respected.
- 3.131 Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the listed building should not be taken into account in any decision.
- 3.132 Features referenced in the policy can include (not inclusive): chimneys, windows and doors, external materials, boundary treatments, original roof coverings, as well as internal features such as fireplaces, plaster cornices, doors, architraves, panelling, staircase and any walls in Listed Buildings.
- 3.133 Outline planning applications will only be acceptable in very special circumstances and applications should contain sufficient information regarding all aspects of the design and how it fits into its surroundings to enable a full assessment of the impact on any heritage assets to be made.
- 3.134 The Borough Council has published a List of Buildings of Architectural or Historic Interest. It differentiates between buildings on the Statutory List,

---

<sup>5</sup> Including Para 133 of the National Planning Policy Framework



which are protected by the Planning (Listed Buildings and Conservation Areas) Act, and those which are protected by other legislation or are locally listed.

3.135 Responding to climate change adaptation and mitigation objectives can be challenging with heritage assets particularly listed buildings. Proposals relating to heritage assets should, where appropriate, seek to reduce their carbon emissions, but the impact of reducing emissions should be weighed against the significance of the heritage asset and the extent of any harm.

#### Designated Heritage Assets

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

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

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

#### Non-designated Heritage Assets

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

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

#### Conservation Areas

- 3.140 Conservation Areas are statutorily designated for special architectural or historic interest and once designated, legislation requires that local planning authorities act with the aim of protecting, preserving and where possible enhancing the character and appearance of these areas.
- 3.141 This policy sets out how development proposals will be managed and assessed in order to achieve that requirement. This policy is supported by supplementary planning guidance which provides further detail about developments affecting the historic environment. The Council will, as resources permit, undertake additional Conservation Area appraisals and management plans/reviews.

#### Historic Parks and Gardens

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

#### Archaeology

- 3.143 Archaeological remains constitute the principal surviving evidence of the Borough's past, but are a finite and fragile resource. The destruction of such remains, by development, should be avoided to ensure the Borough's past is not lost forever. The policy approach is supported by supplementary planning guidance which provides further detail about archaeology.
- 3.144 This policy is supported by supplementary planning guidance which provides further detail about the [historic environment](#).

#### **4. Theme 3: Place Shaping**

**Summary of 'Place Shaping' objectives and proposed policy approaches**

**[Insert Table – Theme 3 sections, objective and policies]**

## Section 1: Gypsies, travellers and travelling showpeople

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

#### Core Strategy Policies

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

### What does the DMP do?

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

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

The proposed DMP policy applicable to this objective is:

GTT1: Gypsy, Traveller and Travelling Showpeople Accommodation

### **Objective PS1: Identify a local target for Gypsy, Traveller and Travelling Showpeople sites and allocate sites to achieve this target**

#### **Context**

##### Core Strategy

*Policy CS16:* The DMP will identify a local target for Gypsy, Traveller and Travelling Showpeople sites and make provision for a five year supply of specific deliverable sites and broad locations for growth for years six to ten.

A sequential approach will be taken to identifying suitable sites, with possible sites within the urban area being considered first, then all other countryside not within the Green Belt, then sites in the Green Belt. The lack of any suitable, affordable and deliverable sites in the urban area or other countryside not covered by Green Belt could provide the exceptional circumstances necessary to justify alterations to Green Belt boundaries to meet a specific identified need for a Traveller site.

## Theme 3: Place Shaping


Para 7.7.1 The Council will seek to ensure that sufficient sites are made available to meet the accommodation needs of Gypsies, Travellers and Travelling Showpeople. In identifying their needs, reference will be made to the latest Traveller Accommodation Assessment (2013).

### Policy GTT1 – GYPSY, TRAVELLER AND TRAVELLING SHOWPERSON ACCOMMODATION

The Council will allocate the following sites for Traveller accommodation:

Site	Estimated Capacity
<b>Gypsy and Traveller</b>	
G3 – Woodlea Stables, Peeks Brook Lane, Horley	Up to 4 pitches
G4 – Treetops/Trentham, Peeks Brook Lane, Horley	Up to 2 pitches
G12 – Land at Kents Field, Rectory Lane, Chipstead	Up to 2 pitches
<b>Travelling showpeople</b>	
G9 – Land south of Fairacres, Axes Lane, Salfords	Up to 5 plots
<b>Total:</b>	<b>Up to 8 pitches &amp; 5 plots</b>

As well as complying with other relevant policies, sites must comply with the following site specific requirements:

<p><b>G3 – Woodlea Stables, Peeks Brook Lane, Horley</b></p> 	<p><b>Number of Pitches:</b> Up to 4 pitches</p> <p>Planning applications must include:</p> <ul style="list-style-type: none"> <li>• A flood risk assessment</li> </ul> <p>Development will be subject to the following requirements:</p> <ul style="list-style-type: none"> <li>• Any on-site external lighting should be carefully designed and specified so as not to cause disturbance to nearby residents.</li> </ul>
--	--

#### G4 – Treetops/Trentham, Peeks Brook Lane, Horley



**Number of Pitches:** Up to 2 pitches

Planning applications must include:

- A flood risk assessment
- A noise assessment

Development will be subject to the following requirements:

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


#### G12 – Land at Kents Field, Rectory Lane, Chipstead



**Number of Pitches:** Up to 2 pitches

Development will be subject to the following requirements:

- Any on-site external lighting should be carefully designed and specified so as not to cause disturbance to nearby residents.
- Provide details on landscaping to reduce visual impact

<p><b>G9 – Land south of Fairacres, Axes Lane, Salfords</b></p> 	<p><b>Number of Plots:</b> Up to 5 plots for Travelling Showpeople</p> <p>Development will be subject to the following requirements:</p> <ul style="list-style-type: none"> <li>• Any on-site external lighting should be carefully designed and specified so as not to cause disturbance to nearby residents.</li> <li>• Provide details on landscaping to reduce visual impact</li> </ul>
---	---

The site allocations set out in this plan are inset within the Green Belt and are specifically allocated as Traveller sites only. Occupancy will be restricted to the travelling community who meet the Traveller definition as set out in current national policy or who identify as Travellers in line with the stipulations in the Equality Act 2010.

If these allocated sites are no longer required to meet an identified Traveller need then the site will revert to Green Belt status.

Planning applications should make clear what commercial activity, if any, would be carried out on site and where. It is recommended that pre-application advice is sought on proposals for Gypsy and Traveller related development.

To accommodate future need the following pitch numbers will be set aside on sustainable urban extensions of over 70 units. Such set aside land should be on-site unless the developer can demonstrate circumstances which demonstrate that provision on an alternative suitable site is identified, and is made available and deliverable by the applicant. Such set aside land (whether on the SUE site or off-site) will be secured through an appropriate legal agreement. The following table identifies the relevant site allocations and the number of pitches required:

Broad Location	Site No.	No. of Homes Deliverable	No. of Pitches Achievable
East Redhill	ERM1	100	1
	ERM2/ERM3	210	3
East Merstham	ERM5	95	1
S&SW Reigate	SSW2	260	3
	SSW9	100	1
Horley	NWH1	75	1
	SEH4	70	1
<b>Total:</b>		910 homes	<b>11 pitches</b>

**Explanation:**

- 4.2 The Government's national planning policy<sup>6</sup> objectives are to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. The term Traveller includes Gypsies, Travellers and Travelling Show people.
- 4.3 Local Planning Authorities are required to undertake an objective assessment of Travellers' accommodation needs and seek to address under provision and maintain an appropriate supply of sites for Travellers. This includes maintaining a five year supply of available pitches (for Gypsies and Travellers) and plots (for Travelling Showpeople) and the identification of a supply of specific, developable sites, or broad locations for growth, for years 6 to 10. National policy also notes that where possible broad locations for growth for years 11-15 should also be identified, however years 12-15 extend beyond the plan period which runs until 2027 so this timeframe is not within the remit of the Development Management Plan.
- 4.4 The Core Strategy Policy CS16 (1) outlines that a target for pitches and plots will be included within the DMP. The starting place for this target was the Gypsy and Traveller Accommodation Assessment 2017 (GTAA) which reviewed the need for pitches and plots in the borough between 2016 and 2031. This version updates and supersedes the previous 2013 Assessment as referenced in the Core Strategy.
- 4.5 This GTAA 2017 took account of the Government's August 2015 change to the statutory definition of "Traveller". The Council has taken legal advice which concluded that under the 2010 Equalities Act it should consider the accommodation needs of Romany Gypsies, Irish and Scottish Travellers even if they do not fall under the planning definition of Traveller. Information

<sup>6</sup> Planning policy for Traveller Sites 2015, or subsequent document



## Theme 3: Place Shaping

available from planning applications, enforcement cases and household interviews carried out for the GTAA indicate that in Reigate and Banstead Borough all those included in the needs assessment identify as Irish Travellers or fall under the planning definition. In light of this legal advice the Council are seeking to meet the full identified level of need as far as possible.

- 4.6 The findings of the GTAA (2017) are set out below and incorporates traveller need arising from travellers from within both the planning and equalities definition:

<b>Gypsy and Travellers</b>				
<b>Years</b>	<b>0-5</b>	<b>6-10</b>	<b>11</b>	
<b>Status</b>	<b>2016-21</b>	<b>2021-26</b>	<b>2027</b>	<b>Total</b>
<b>TOTAL</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>28</b>

<b>Travelling Showpeople</b>				
<b>Years</b>	<b>0-5</b>	<b>6-10</b>	<b>11</b>	
<b>Status</b>	<b>2016-21</b>	<b>2021-26</b>	<b>2027</b>	<b>Total</b>
Meet Planning Definition	3	2	0	5

- 4.7 The methodology used to identify sites is set out in the Traveller Site Land Availability Assessment. This sets out how around 300 sites were identified from a wide range of sources and provides details on the filtering process.
- 4.8 Opportunities to allocate sites sufficient to meet the identified need within the urban area and countryside beyond the Green Belt were sought first, however no opportunities were identified.
- 4.9 As such, as acknowledged in the Core Strategy Policy CS16 (2), given environmental constraints and the need to ensure that sites are suitable, affordable and deliverable some limited alterations to Green Belt boundaries are required. The sites which were identified as suitable, available and achievable in the Green Belt were subject to a detailed Green Belt review (see policy CS3).
- 4.10 The allocation of a site for use as a Traveller site would provide a presumption in favour of the principle of this use. However, full planning permission for the development and detailed design of the site would be required. In addition, at the planning application stage an applicant would have to demonstrate that they either fall under the definition of Traveller in line with the national planning definition or would have to justify that they qualify for culturally appropriate accommodation as per the Equality Act 2010.

## Section 2: Cemetery and crematorium provision

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

#### Core Strategy Policies

- *Policy CS12: Infrastructure Delivery*

### What does the DMP do?

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

**PS2: Ensure future cemetery and/or crematorium provision is located consistent with sustainability principles**

The proposed DMP policy applicable to this objective is:

CEM1: Cemetery and or crematorium provision

**Objective PS2: Ensure future cemetery and/or crematorium provision is located consistent with sustainability principles**

#### Core Strategy

*Policy CS12: The Council will: ...Encourage proposals that would increase the range, improve the quality or enhance the accessibility of community and leisure...facilities in the borough.*

### Policy CEM1 – CEMETERY AND CREMATORIUM PROVISION

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

#### **Explanation:**

- 4.12 Any cemetery/crematorium facility should be situated within a sustainable location, and have good access to the road network as well as transport nodes such as bus routes, in order to enable ease of access for mourners and visitors. As well as the usual planning considerations, given the nature of this type of development specific consideration will need to be given to flood risk,

groundwater contamination issues<sup>7</sup>, any existing land contamination, and (as appropriate) the requirements of The Cremation Act 1902.

- 4.13 Whilst the National Planning Policy Framework lists appropriate facilities for cemeteries as being potentially acceptable in the Green Belt the change of use of land to cemetery land is inappropriate development in the Green Belt.

- 
- <sup>7</sup> at least 250 metres from any well, borehole or spring supplying water for human consumption or used in food production; at least 30 metres from any spring or watercourse not used for human consumption or not used in food production; at least 10 metres from any field drain, including dry ditches

## Section 3: Potential development sites

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

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

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

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

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

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

#### Core Strategy Policies

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

### What does the DMP do?

4.14 To deliver the vision and objectives of the Core Strategy with regard to potential development sites, the following DMP objective is proposed:

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

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

**Context**

Core Strategy

*Policy CS6: Allocation of land for development:*

- Development sites will be allocated in the DMP, taking account of sustainability considerations including environmental and amenity value, localised constraints and opportunities, the need to secure appropriate infrastructure/service provision, and policies within the Core Strategy.
- The Council will give priority to the allocation and delivery of land for development in sustainable locations in the urban area.
- The Council will also allocate land beyond the current urban area for sustainable urban extensions, based on an assessment of potential within the following broad areas of search (in order of priority):
  - Countryside beyond the Green Belt adjoining the urban area of Horley
  - East of Redhill and East of Merstham
  - South and South West of Reigate.

*Policy CS13: Housing delivery:*

- The Council will plan for delivery of at least 6,900 homes between 2012 and 2027, equating to an annual average provision of 460 homes per year.
- Housing will be delivered as follows:
  - At least 5,800 homes within existing urban areas
  - The remainder to be provided in sustainable urban extensions in the locations set out in policy CS6
- The Council will identify and allocate in the DMP the necessary sites to deliver these homes in accordance with the policies in the Core Strategy
- Sites for sustainable urban extensions within the broad areas of search set out in policy CS6 will be released when such action is necessary to maintain a five year supply of specific deliverable sites (based on the residual annual housing requirement).
- The phasing of sustainable extension sites will be set out in the DMP and will take account of strategic infrastructure requirements.

*Policy CS8 (as summarised by Box 7):*

## Theme 3: Place Shaping

	<b>Area 1: The North Downs</b>	<b>Area 2a: Redhill</b>	<b>Area 2b: Reigate</b>	<b>Area 3: The Low Weald</b>	<b>Borough Total</b>	
Housing	At least 930 homes to be delivered within the urban area	At least 2,130 homes to be delivered within the urban area	At least 280 homes to be delivered within the urban area	At least 2,440 homes to be delivered within the urban area, including through the Horley sectors	At least 6,900	
	At least 815 homes to be delivered through windfalls and other urban broad locations					
		Up to 500-700 through sustainable urban extensions	Up to 500-700 through sustainable urban extensions	Up to 200 homes through small scale sustainable urban extensions		
Employment (subject to regular monitoring of demand levels)	Approx. 2,000sqm. Predominantly through reuse and intensification of existing employment land.	Approx. 20,000sqm including approximately 7,000sqm in Redhill Town Centre.  Predominantly through reuse and intensification of existing employment land, including office based jobs provided through redevelopment of key sites in Redhill Town Centre.	Approx. 24,000sqm.  Predominantly through reuse and intensification of existing employment land.		Approx. 46,000sqm	
Retail (subject to regular monitoring of demand levels)	Banstead Village Centre: At least 1,300sqm comparison and 1,200sqm convenience	Comparison: at least 15,480sqm (Redhill town centre)  Convenience (across Area 2a and 2b): at least 7,020sqm (the majority in Redhill town centre and a limited amount in Reigate town centre)	Comparison: At least 3,870sqm  Convenience: At least 2,340sqm		At least 25,800sqm comparison floorspace and at least 11,700sqm convenience floorspace	

### What does the DMP do?

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

- Town Centre site allocations
- Urban site allocations
- Sustainable Urban Extension Sites
- Opportunity Sites
- Site for Strategic Employment Provision

### Town and Village Centre development sites

4.16 Development sites have been identified in Banstead Village, Redhill, Reigate, and Horley town centres for redevelopment or intensification over the plan period (to 2027).

4.17 With regard to Redhill, the majority of the Redhill town centre sites have previously been identified as having development potential through the Council's draft Redhill Town Centre Area Action Plan. The DMP carries forward the majority of identified Redhill Town Centre Area Action Plan (Draft 2012) sites but with modifications that reflect subsequent changes in the economic environment and anticipated development potential.

### Urban development sites

4.18 The Core Strategy prioritises development within the current urban areas and in preparing this consultation document the Council has investigated urban sites. The urban sites included in this document are those which are of a larger scale, would necessitate a change of use; and/or raise other potentially controversial planning issues. It is not intended that smaller potential sites, currently in residential use, will be allocated through the DMP.

### Opportunity Sites

4.19 The Core Strategy prioritises development within the current urban areas and in preparing this consultation document the Council has investigated urban sites. However, these should only be allocated as site allocations if they are known to be deliverable. Opportunity sites are sites where availability is unknown or uncertain, however this site has been identified as having some potential for comprehensive development and so would be encouraged to come forward for development. **Note:** These sites are not included in the DMP housing trajectory (Appendix 7)



### Sustainable Urban Extensions Sites

- 4.20 The Core Strategy defines an area of search for urban extensions around:
- East Redhill and East Merstham. It identifies that there may be the potential for up to 500-700 new homes on land that is currently designated as Green Belt in these areas.
  - South / South West Reigate. It identifies that there may be the potential for up to 500-700 new homes on land that is currently designated as Green Belt in these areas.
  - Horley. It identifies that there may be the potential for up to 200 new homes on land that is currently designated as the 'Rural Surrounds of Horley'.
  - No areas of search for urban extensions were identified in the Core Strategy in Area 1 (the North Downs)
- 4.21 The first stage in identifying potential site options for urban extensions was to convert the Core Strategy area of search into a long-list of distinct land parcels.
- 4.22 These land parcels were then subject to a planning assessment, including consideration of constraints (such as landscape, nature conservation, flooding, heritage, access, current use, and accessibility), and a review of the extent to which the parcels perform a Green Belt purpose (as defined by national policy). The results of this planning assessment are provided in the [Sustainable Urban Extensions \(Stage 2\) Site Specific Technical Report](#) and the [Green Belt Review](#).
- 4.23 This process allowed sites that either demonstrated considerable constraints to development; or performed an important Green Belt purpose to be sieved out, to reach a shortlist of sites.
- 4.24 From this shortlist the Council are allocating some sustainable urban extension sites for development
- Reserve sites will be taken out of the Green Belt, and included within the urban area
  - A policy for each site has been prepared, confirming the amount and type of development that would be acceptable on the site, and any design and mitigation measures required to make the development acceptable
  - A policy (Policy MLS1) is also included setting out the trigger points for development of sites (consistent with the Core Strategy, which links their development to when the Council cannot demonstrate a five year supply of housing sites) and a system of prioritisation and phasing
- 4.25 The Core Strategy makes it clear that allocated urban extension sites will not be released for development until such time as that is necessary to maintain a

five year supply of housing sites. The Managing Land Supply section of this document provides more information about proposals for the release of allocated urban extension sites.

- 4.26 The Department for Communities and Local Government requires local planning authorities to prepare a register of previously developed sites within the borough which are capable of being redeveloped or converted to provide housing-led development. The register has to be published annually by the 31 December.
- 4.27 The Brownfield Register is in two parts. Part 2 is optional and the Council have only decided to produce part 1.
- Part 1: is for sites categorised as previously developed land which are suitable, available and achievable for residential development
  - Part 2: allows local planning authorities to select sites from part one and grant Permission in Principle for housing-led development. Permission in Principle establishes the fundamental principles of development in terms of the use, location and amount of development. Planning permission is however not granted until Technical Details consent is applied for and approved by Reigate & Banstead Borough Council.

## Section 3A: Area 1 – the North Downs

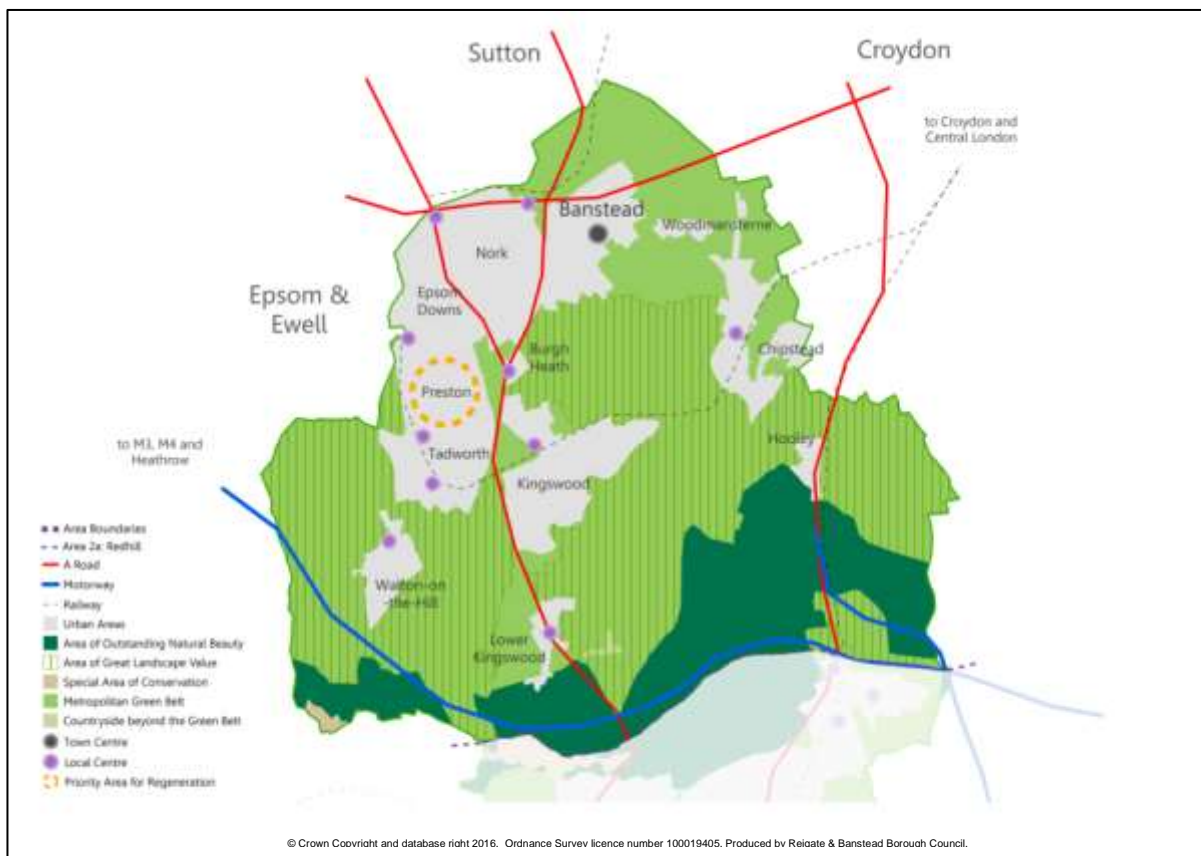


Figure 1: Area 1: The North Downs

### What does the Core Strategy say?

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

### Core Strategy Policies

- 4.30 Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

## Theme 3: Place Shaping

<b>Core Strategy requirement</b>	
Housing	At least 930 new homes within the urban area
	<i>Including</i>
	340 in the Preston Regeneration Area 180 within Banstead village
Employment <sup>8</sup>	Additional employment development predominantly through the reuse and intensification of existing employment land
	Approx 2,000sqm
Retail <sup>9</sup>	<i>Within Banstead village</i>
	At least 1,300sqm comparison
	At least 1,200sqm convenience
Infrastructure	New leisure and community hub facility at Preston
	Transport improvements in and around Preston Regeneration Area
	Highway improvements to A240/B221 Junction

*Figure 2: Development within Area 1 (Core Strategy)*

<sup>8</sup> Subject to regular monitoring of demand levels

<sup>9</sup> Subject to regular monitoring of demand levels

**AREA 1 (North Downs): Banstead Village Centre site allocations****POLICY BAN2: The Horseshoe, Banstead SM7 2BQ**

BAN2 - The Horseshoe, Banstead



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019805. Produced by regalis A Banstead Borough Council

1:2,220

<b>Site allocation:</b>	Banstead village centre site allocation		
<b>Site area:</b>	A - 0.9ha B - 0.9 ha C - 1.4ha	<b>Existing/ Previous use:</b>	See explanation section below
<b>Source:</b>	HELAA Ref: BV03, BV06, BV07, BV10	<b>Development Timeframes:</b>	Medium term (5-10 years)
<b>Allocation</b>	<p>The site is allocated for:</p> <ul style="list-style-type: none"> <li>• Comprehensive regeneration of The Horseshoe as an enhanced location for community/public services</li> <li>• A range of community and/or public services, potentially including healthcare, emergency services, library, youth and community facilities</li> <li>• Complementary enabling development including: <ul style="list-style-type: none"> <li>○ Residential: potentially appropriate for all potential</li> </ul> </li> </ul>		

## Theme 3: Place Shaping

	<p>development areas, subject to design/mitigation below</p> <ul style="list-style-type: none"> <li>○ Small scale secondary retail, leisure and other commercial on potential development area A within the proposed town centre boundary</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Detailed proposals for comprehensive development to be agreed and approved through a design brief</li> <li>•</li> <li>• Any retail, leisure or commercial provision to be small scale, and complementary to the existing town centre</li> <li>• Improved connectivity to, and relationship with, the town centre</li> <li>• Upgraded pedestrian and vehicular access and drop-off to serve the schools</li> <li>• Retention, re-provision or enhancement of public car parking and recycling facilities</li> <li>• Adequate on-site, off-street parking for any new development</li> <li>• New or upgraded public open space and enhancements to green infrastructure to complement and strengthen the existing 'green corridor' along Bolters Lane</li> <li>• Retention of existing trees and design to respect the character of Bolters Lane</li> <li>• Measures to address and attenuate surface water flooding risk</li> </ul>

**Explanation:**

This site is within an accessible location, in close proximity to the main shopping area with part of the southern portion proposed for inclusion within the Banstead Village centre boundary. This site provide a good opportunity for redevelopment of existing previously developed sites and the potential to enhance and improve the quality and viability of community infrastructure

The site comprises the following uses and ownerships:

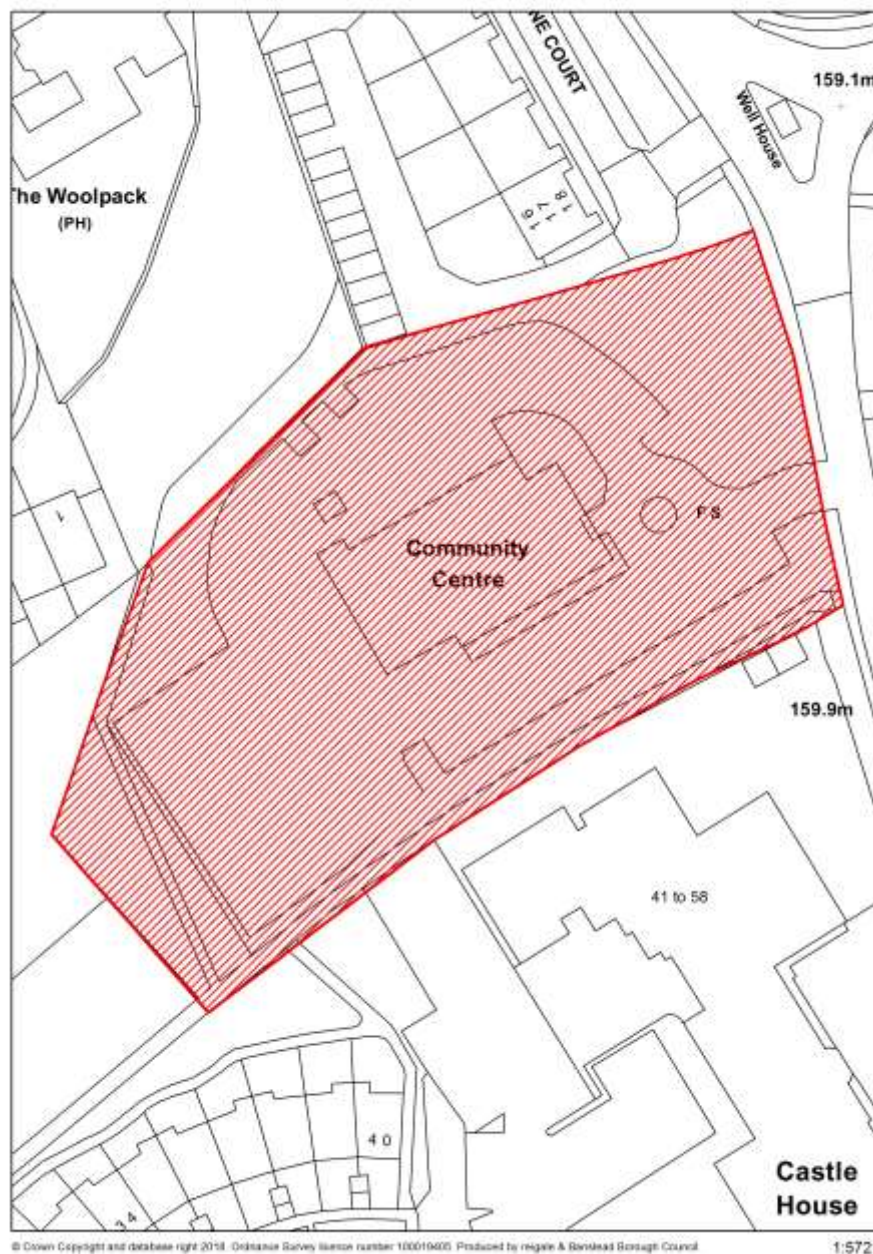
- **Area A:** Owned by Surrey County Council, Reigate & Banstead Borough Council, NHS Estates and used for community, public services and public car parking
- **Area B:** South East Coast Ambulance, public services
- **Area C:** Predominantly owned by Surrey County Council with some residential units owned by Raven Housing Trust – use is offices, public services, residential and open space

Key considerations to take account of are that parts of the site affected by surface water flooding and there are a number of protected trees along the site boundaries and the site forms part of a 'green corridor' along Bolters Lane

## AREA 1 (North Downs): Urban site allocations

## POLICY BAN3: Banstead Community Centre, Park Road, Banstead SM7 3AJ

BAN3 - Banstead Community Centre, Park Road, Banstead



<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	0.51ha	<b>Existing/ Previous use:</b>	Community centre and parking
<b>Source:</b>	N/A	<b>Development</b>	Medium term (5-10 years).

	<b>Timeframes:</b>
<b>Allocation</b>	<p>The site is allocated for:</p> <p>Mixed use scheme, including residential and community uses:</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> approximately 15 homes</li> <li>• <b>Community uses:</b> replacement and enhancement of existing community use</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Retention or replacement of community uses</li> <li>• Appropriate parking for both community and residential uses</li> <li>• Design must be sensitive given the site is situated within the Conservation Area</li> <li>• Measures to address and attenuate surface water flooding risk</li> </ul>

**Explanation:** This site offers an opportunity for intensification of a previously developed site in an accessible location.

The site is partially affected by surface water flooding, is adjacent to a number of protected trees and is located within a Conservation Area and adjacent to statutory listed buildings.

Replacement and enhancement of existing community use will be required.



## AREA 1 (North Downs): Opportunity Sites

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

BAN1 - 136-168 High Street, Banstead



© Crown Copyright and database right 2016. Ordnance Survey license number 100019495. Produced by reigate &amp; Banstead Borough Council

1:736

<b>Site allocation:</b>	Opportunity Sites		
<b>Site area:</b>	0.44ha	<b>Existing/ Previous use:</b>	Mixed including retail, community and civic uses
<b>Source:</b>	N/A	<b>Development Timeframes:</b>	N/A

<b>Allocation</b>	<p>The site is allocated for :</p> <p>Mixed use scheme, including retail, community and leisure and residential.</p> <ul style="list-style-type: none"> <li>• <b>Retail/community/leisure:</b> Approximately 1,200sqm (scope for complementary community/leisure uses; including retention or replacement of existing); and</li> <li>• <b>Residential:</b> approximately 40 homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Maintenance of active ground floor High Street frontage</li> <li>• Retail provision, and type/size of units, to complement character of Banstead Village and its existing retail function</li> <li>• Retention, replacement or adequate relocation of existing uses</li> <li>• Improvements to public realm</li> <li>• Measures to address and attenuate surface water flooding risk</li> </ul>

**Explanation:** This site is situated within an accessible location and provides an opportunity for intensification of a previously developed site. The site is located adjacent to the proposed primary shopping area of Banstead and represents a natural extension to the shopping circuit.

The site is partially affected by surface water flooding which must be taken into account and addressed as part of any scheme.

## Section 3B: Area 2a – Wealden Greensand Ridge – Redhill and Merstham

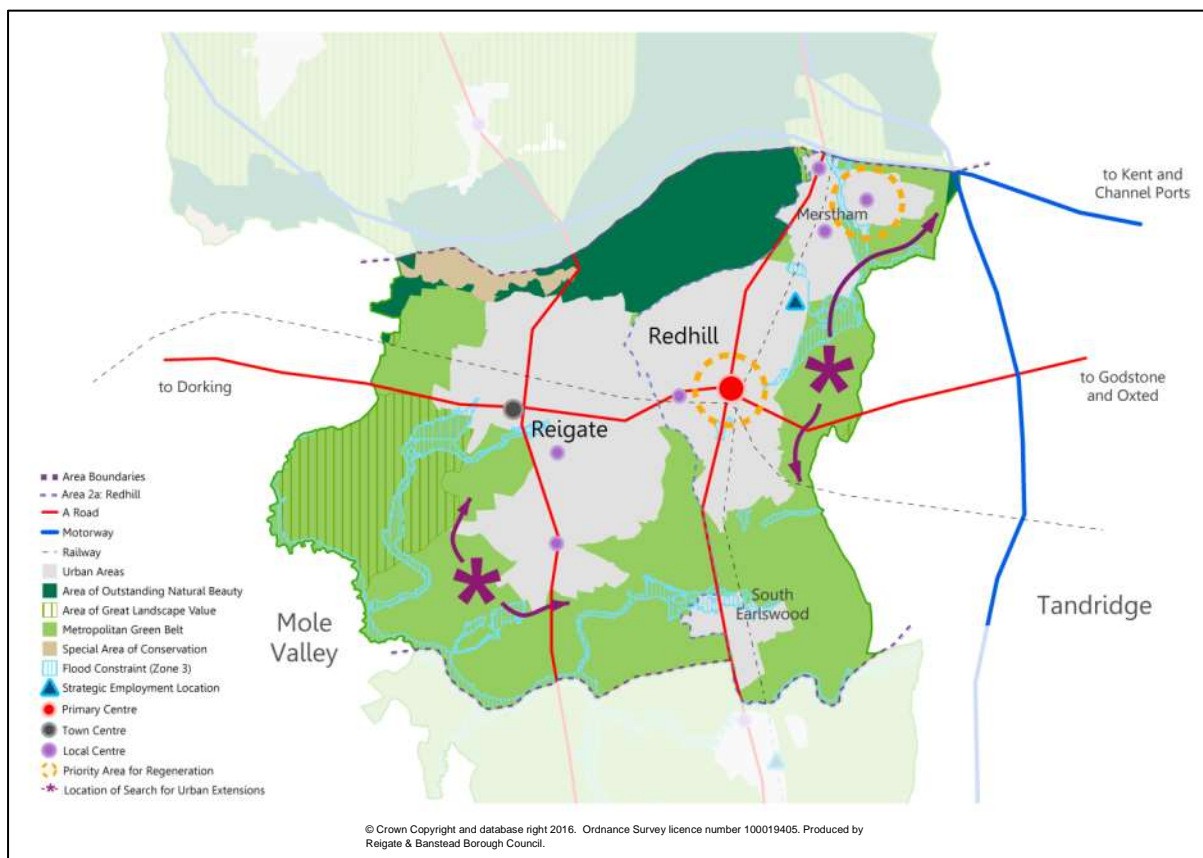


Figure 3: Area 2 - Wealden Greensand Ridge

### What does the Core Strategy say?

The Core Strategy's spatial strategy for both Area 2a and Area 2b is to recognise the need to ensure its continue success by maintaining the area's high economic profile, and in particular supporting Redhill to grow physically and economically into the future.

The Core Strategy describes Redhill in 2027 as having had its potential realised, with the town centre being an attractive sub-regional centre and a vibrant place to live, work and spend time, which will have been realised through regeneration. By this time, regeneration initiatives in Merstham will have secured a better quality of environment and access to services, and helped deliver an improvement in life chances for those who live there.

Redhill town centre is identified as having the potential to become a better connected and more vibrant town centre, with the opportunity to capture benefits from inward investment opportunities. As the borough's primary shopping centre, the majority of retail and leisure development will be focused in this area. In addition, Redhill, and the employment areas across Area 2a will be supported to growth and evolve.

## Theme 3: Place Shaping

The area to the east of Redhill, and to the East of Merstham, is identified in the Core Strategy as a broad area of search for sustainable urban extensions, with capacity (across both areas) for up to 500-700 new homes.

### Core Strategy Policies

Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

<b>Core Strategy requirement</b>	
Housing	At least 1,330 new homes within the urban area
	<i>Including</i>
	750 in Redhill Town Centre
	50 in Merstham
	Up to 500-700 new homes in sustainable urban extensions to the East of Redhill and East of Merstham
Employment <sup>10</sup>	Additional employment development predominantly through the reuse and intensification of existing employment land
	Approximately 20,000sqm across both Area 2a and Area 2b
	<i>Including</i>
	Approx 7,000sqm in Redhill Town Centre
Retail <sup>11</sup>	Comparison – at least 15,480sqm in Redhill Town Centre
	Convenience: At least 7,020sqm, the majority within Redhill Town Centre
Infrastructure	Redhill Balanced Network Highway Scheme
	Relocation of community facilities from Cromwell Road
	New 2 form entry primary school
	New 6 form entry secondary school
	Expansion of existing primary schools in Redhill/Reigate area
	Merstham Community Hub
	Earlswood Depot Waste Processing facility
	Merstham Sewage Treatment Works
M25 Junction 8 remodelling of merge configurations	

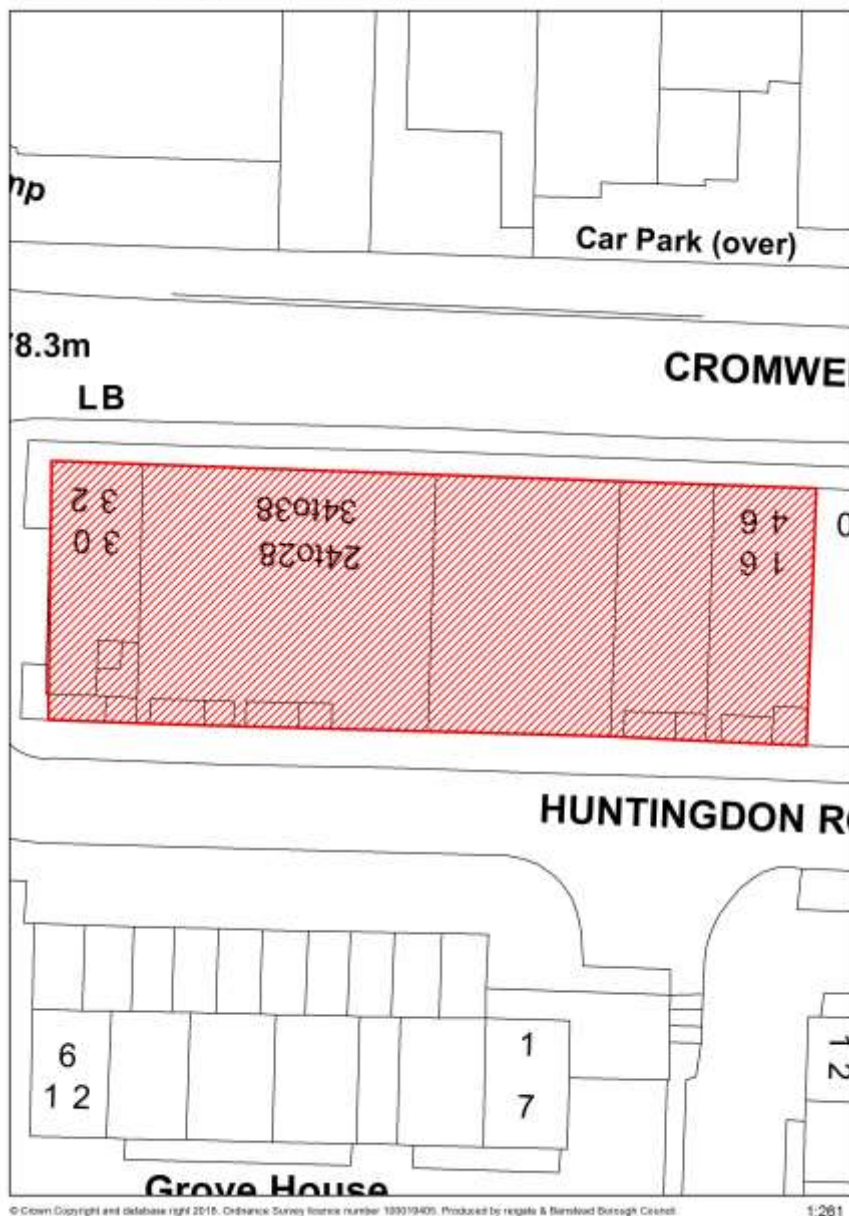
Figure 4: Development in Area 2a (Core Strategy)

<sup>10</sup> Subject to regular monitoring of demand levels

<sup>11</sup> Subject to regular monitoring of demand levels

**AREA 2a (Redhill and Merstham):** Redhill Town Centre site allocations**POLICY RTC2 – 16 – 46 CROMWELL ROAD, REDHILL, RH1 1RT**

RTC2 - 16-46 Cromwell Road, Redhill



<b>Site allocation:</b>	Town centre site allocation		
<b>Site area:</b>	0.08ha	<b>Existing/ Previous use:</b>	Retail and residential
<b>Source</b>	Redhill Town Centre Area Action Plan 2012  HELAA Ref: RW01	<b>Development Timeframes:</b>	short term (0 - 5 years)

## Theme 3: Place Shaping

Allocation	<p>The site is allocated for :</p> <p>Mixed use development including enhanced ground floor retail and residential at upper floors.</p> <ul style="list-style-type: none"> <li>• <b>Retail, leisure or commercial:</b> no net gain in floorspace; and</li> <li>• <b>Residential:</b> approximately 32 units (net 24)</li> </ul>
Requirements	<p>Development will be subject to the following requirements :</p> <ul style="list-style-type: none"> <li>• Retention of active ground floor uses/frontages (retail/leisure/commercial)</li> <li>• Measures to address and attenuate surface water flooding risk</li> </ul>

**Explanation:** This site is located within a highly accessible location and forms part of the proposed secondary shopping area in Redhill.

The site is partially affected by surface water flooding which must be taken into account and addressed as part of any scheme. The depth of the site may limit the nature of development which can be achieved.

**POLICY RTC6: Gloucester Road Car Park, Redhill RH1 1BS**

RTC6 - Gloucester Road Car Park, Redhill



<b>Site allocation:</b>	Town centre site allocation		
<b>Site area:</b>	0.76 ha	<b>Existing/ Previous use:</b>	Surface public car park
<b>Source:</b>	Redhill Town Centre Area Action Plan 2012  HELAA Ref: RW02	<b>Development Timeframes:</b>	Medium to long term (5-10 years)

<b>Allocation:</b>	<p>The site is allocated for:</p> <p>Mixed use (Residential/offices):</p> <ul style="list-style-type: none"> <li>• <b>Residential and Office:</b> approximately 2,500sqm office space and approximately 30 new homes</li> <li>• <b>Residential only:</b> Approximately 60 new homes</li> <li>• <b>Offices only:</b> Approximately 4,000 sqm</li> <li>• <b>Parking:</b> Potential for retention or on-site re-provision of some town centre parking capacity</li> </ul>
<b>Requirements:</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Measures to manage and attenuate flooding, in order to achieve an overall reduction in flood risk</li> <li>• Assessment of local demand for parking (including from town centre users) and off-street overnight parking for heavy goods vehicles</li> <li>• Appropriate improvements to site access onto Gloucester Road</li> <li>• Design and layout to ensure amenity of neighbouring uses is protected</li> </ul>

**Explanation:** This site is located within a highly accessible location on the edge of Redhill town centre and close to the rail station

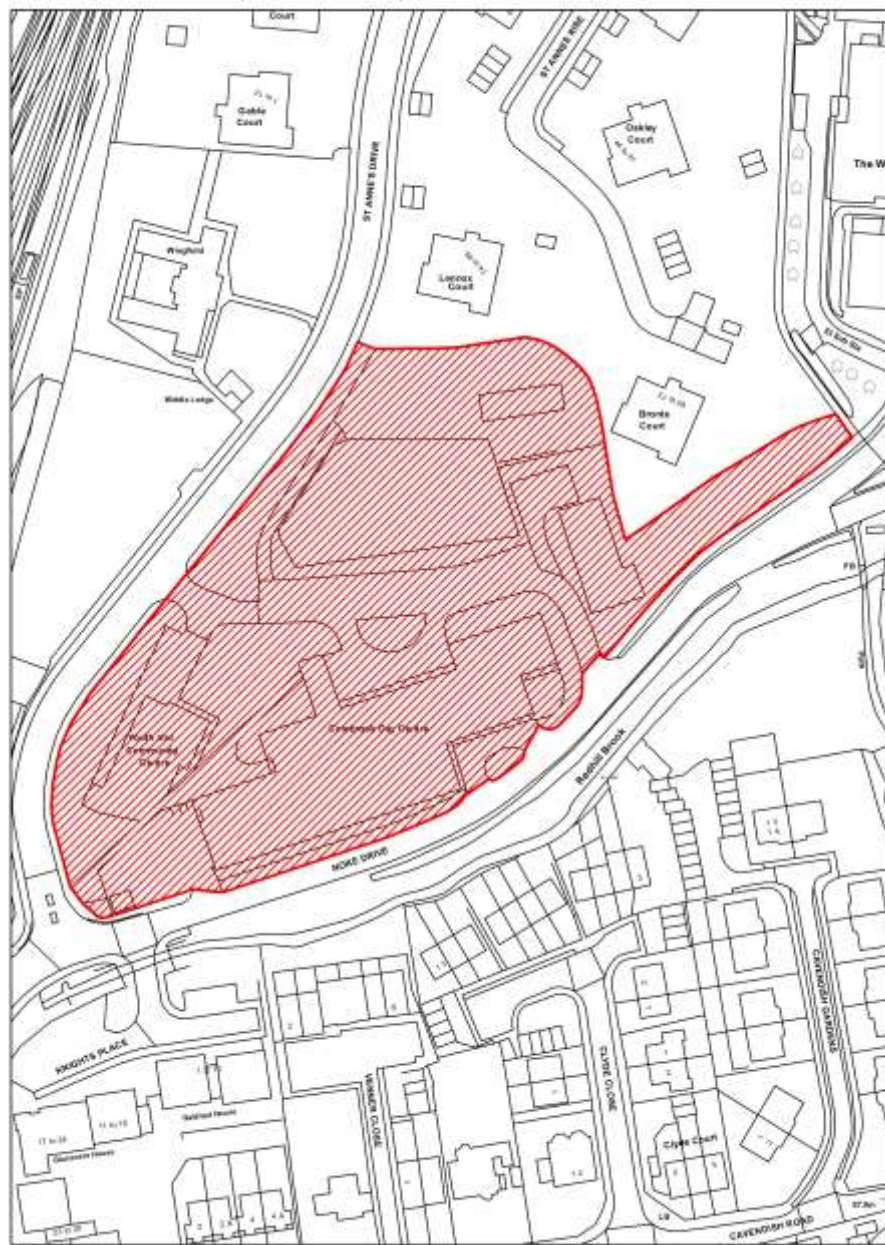
The site is partially affected by surface water flooding which must be taken into account and addressed as part of any scheme. Loss of town centre car parking capacity should be fully assessed and retained or re-provided as necessary.



## AREA 2a (Redhill and Merstham): Urban site allocations

## POLICY RTC4 – COLEBROOK, NOKE DRIVE, REDHILL, RH1 1PT

RTC4 - Colebrook, Noke Drive, Redhill



© Crown Copyright and database right 2018. Ordnance Survey license number 100019425. Produced by regisr &amp; Basset Stour Council

1:1,130

<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	1.47ha	<b>Existing/ Previous use:</b>	Mixed community services and garden centre
<b>Source:</b>	Redhill Town Centre Area Action Plan 2012 HELAA Ref: RE04	<b>Development Timeframes:</b>	Potential in the medium term (5-10 years)

## Theme 3: Place Shaping

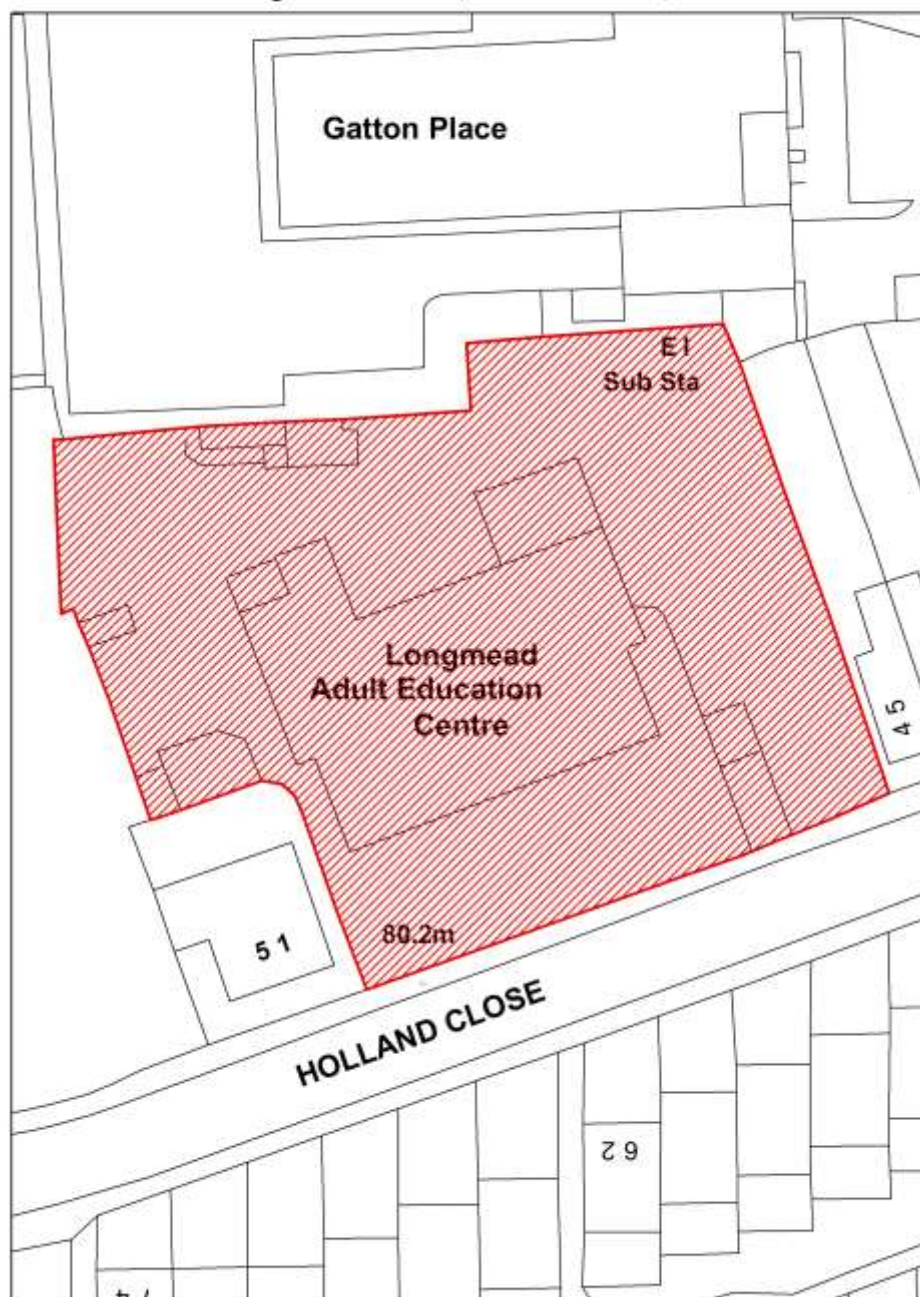
<b>Allocation</b>	<p>The site is allocated for :</p> <p>Mixed use (residential and community uses).</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 110 units; including potentially housing for older people; and</li> <li>• <b>Community:</b> New community uses, potentially including adult social care</li> </ul>
<b>Requirements</b>	<p>Development will be subject to the following requirements :</p> <ul style="list-style-type: none"> <li>• Measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding</li> <li>• Design to retain existing trees and enhance landscaping and green infrastructure on site</li> <li>• Design, layout and density to reflect transition from town centre to adjoining residential areas</li> <li>• Re-provision/relocation of community uses</li> </ul>

**Explanation:** The site is situated within a highly accessible location, in close proximity to Redhill town centre and adjacent to the rail station. This site provides an opportunity for intensification of an existing previously developed site.

The site is partially affected by Flood Zones 2 and 3a (south-west corner), there are a few protected trees on site and availability may be subject to relocation/re-provision of some of the uses.

**POLICY RTC5 – FORMER LONGMEAD CENTRE, HOLLAND CLOSE, RH1 1HT**

RTC5 - Former Longmead Centre, Holland Close, Redhill



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by regate &amp; Banstead Borough Council.

1:369

<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	0.22ha	<b>Existing/ Previous use:</b>	Vacant, former adult education centre
<b>Source:</b>	Redhill Town Centre Area Action Plan 2012 HELAA Ref: RW03	<b>Development Timeframes:</b>	Medium term (5 - 10 years)

<b>Allocation</b>	<p>The site is allocated for :</p> <p><b>Residential:</b> Approximately 20 new homes</p>
<b>Requirements</b>	<p>Development will be subject to the following requirements :</p> <ul style="list-style-type: none"> <li>• Measures to address and attenuate surface water flooding risk</li> <li>• Retention/conversion of existing locally important building, or – as a minimum – valued/prominent facades</li> </ul>

**Explanation:** The site is situated within a highly accessible location, in close proximity to Redhill town centre. This site provides an opportunity for intensification of an existing previously developed site.

The existing building is locally listed and contributes to the historic character of the town centre. Opportunities to retain the building through conversion and refurbishment or partial redevelopment should be explored fully.

The site is largely affected by surface water and this should be taken into consideration in the design of any scheme.

<b>POLICY RED1: Quarryside Business Park, Thornton Side, Redhill RH1 2LJ</b>			
<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	1.3 ha	<b>Existing/ Previous use:</b>	Industrial/commercial units
<b>Source:</b>	Identified in “ <b>Land at Holmethorpe Development Brief 2001</b> ”  HELAA Ref: RE21	<b>Development Timeframes:</b>	Short term (0 -5 years)
<b>Allocation</b>	<p>The site is allocated for:</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Up to 60 units, focussed predominantly on a mixture of small and large family houses</li> <li>• <b>Community:</b> Potential for community uses (subject to demand)</li> </ul>		
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Measures to address and attenuate surface water flooding risk</li> <li>• Design to ensure satisfactory residential amenity due to proximity to railway line, including appropriate noise reduction measures.</li> <li>• Development should integrate with existing pedestrian routes and roads within the adjoining Watercolour development including Reeds Meadow and Thorntonside.</li> <li>• Full contamination survey and land remediation measures as appropriate</li> <li>• Explore potential for some community provision as part of future development</li> </ul>		

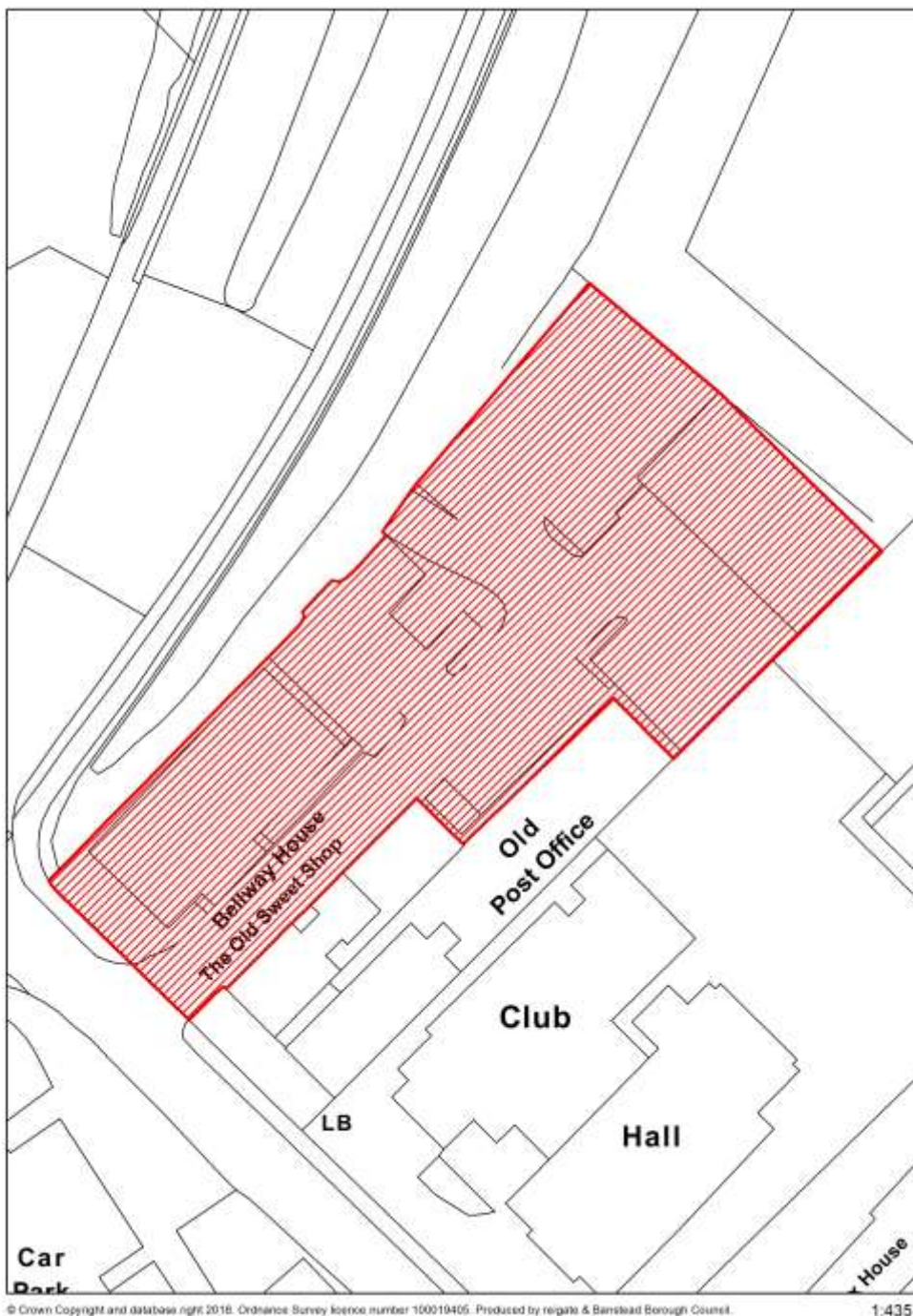
**Explanation:** The site is situated in an accessible location, with good access to local facilities and bus services.

There are densely wooded, steep banks to north of site.

The site is partially affected by surface water flooding which must be taken into account and addressed as part of any scheme. The proximity to the railway line may give rise to residential amenity issues and there is potential for land contamination on the site.

**POLICY RED2: Bellway House, Station Road, Merstham RH1 3YU**

RED2 - Bellway House, Station Road, Merstham



<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	0.2 ha	<b>Existing/ Previous use:</b>	Offices
<b>Source:</b>	HELAA Ref: M15	<b>Development Timeframes:</b>	Medium term (5-10 years)

## Theme 3: Place Shaping

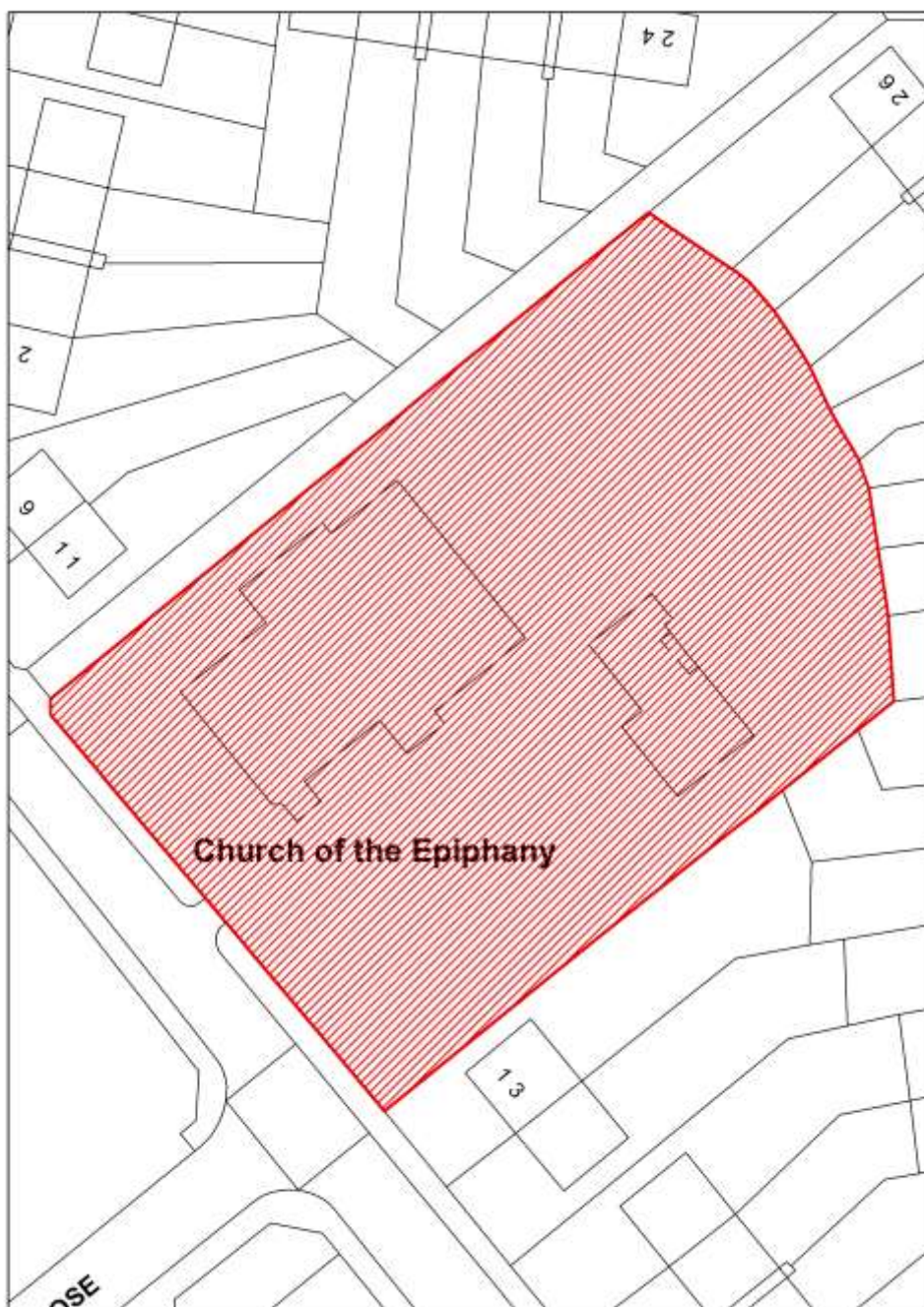
<b>Allocation:</b>	The site is allocated for : <ul style="list-style-type: none"> <li>• <b>Residential:</b> Up to 30 units</li> </ul>
<b>Requirements:</b>	The proposed layout must make provision for and allow for all of the following: <ul style="list-style-type: none"> <li>• Design to ensure satisfactory residential amenity due to proximity to railway line and motorway, including appropriate noise reduction measures</li> <li>• Full contamination survey and land remediation measures as appropriate</li> <li>• Appropriate improvements to site access from Station Road North</li> </ul>

**Explanation:** The site is located within an accessible location with good access to local facilities, bus services and adjacent to rail station. The site provides an opportunity for intensification of an existing previously developed site.

Proximity to the railway line and motorway may give rise to residential amenity issues. Potential land contamination

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

RED4 - Church of the Epiphany, Mansfield Drive, Merstham



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by regalis & Barnstead Borough Council. 1:425

<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	0.33ha	<b>Existing/ Previous use:</b>	Church (vacant) and curtilage
<b>Source:</b>	HELAA Ref: M22	<b>Development Timeframes:</b>	short term (0 - 5 years)



## Theme 3: Place Shaping

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Up to 10 units</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Development of a scale that reflects character of the surrounding area and safeguards residential amenity</li> <li>• Provide sufficient off-street parking in accordance with adopted local standards</li> <li>• Appropriate improvements to site access onto Mansfield Drive</li> </ul>

**Explanation:** This site is located in an accessible location with good access to local facilities, including facilities within the nearby local centre. The site provides an opportunity for intensification of an existing previously developed site within the Merstham regeneration area.

**POLICY RED5: Merstham Library, Weldon Way, Merstham RH1 3QB**

RED5 - Merstham Library, Weldon Way, Merstham



© Crown Copyright and database right 2018, Ordnance Survey license number 100019426. Produced by regate & Banstead Borough Council.

1:409

<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	0.26ha	<b>Existing/ Previous use:</b>	Library
<b>Source:</b>	HELAA Ref: M12	<b>Development Timeframes:</b>	Medium term (5 - 10 years)

## Theme 3: Place Shaping

<b>Allocation:</b>	<p>The site is allocated for:</p> <p>Residential and/or community use :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Up to 10 homes</li> <li>• <b>Community:</b> Replacement of nearby community use (e.g.RED4) or other relevant community use</li> </ul>
<b>Requirements:</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Residential and/or community use</li> <li>• Avoid highly vulnerable and more vulnerable development on areas at risk of flooding. On the rest of the site, measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding</li> <li>• Provide sufficient off-street parking in accordance with adopted local standards</li> </ul>

**Explanation:** Site is located within an accessible location, with good access to local facilities, including to facilities within nearby local centre. This site provides an opportunity for intensification of an existing previously developed site.

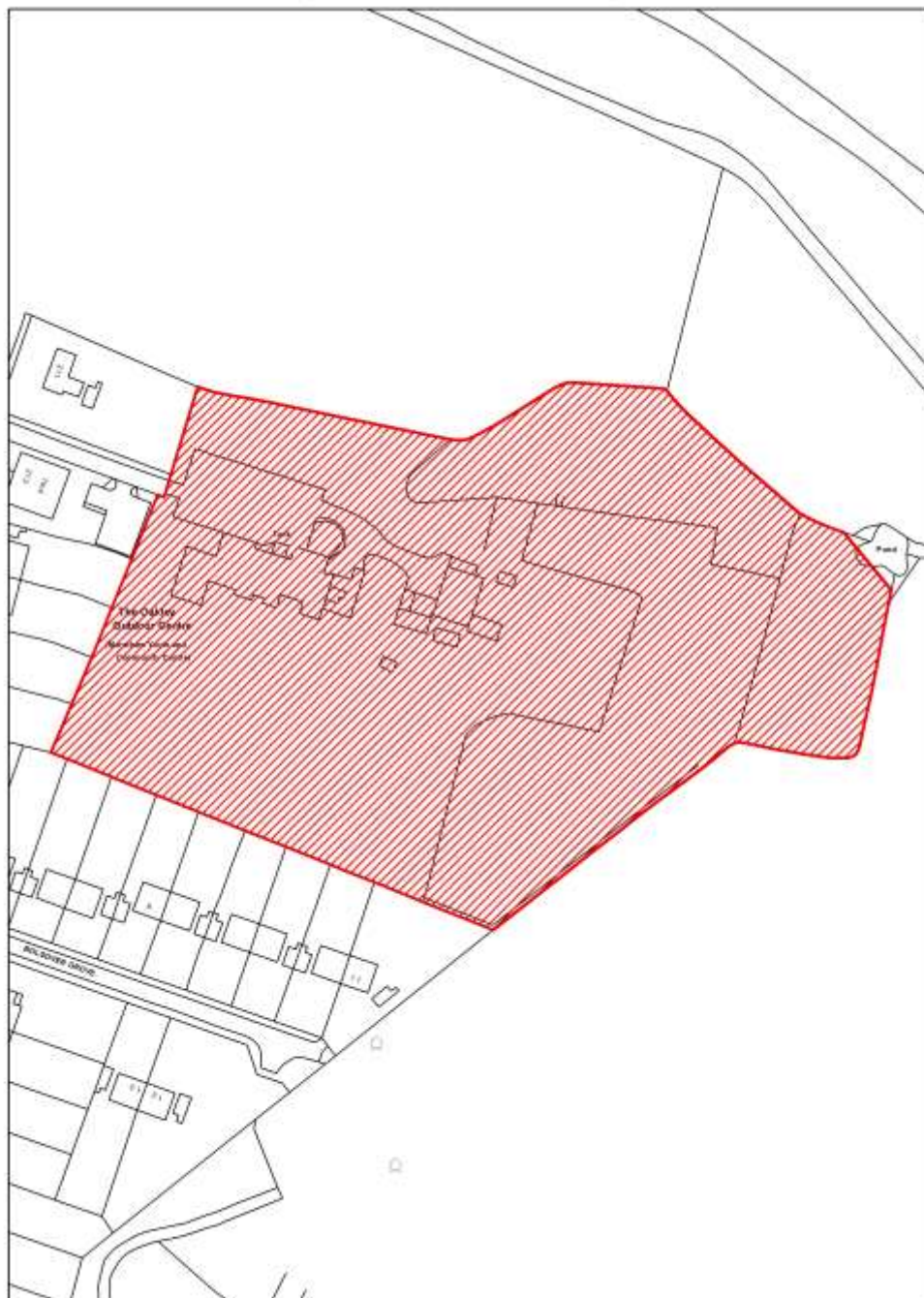
Site only to be released for development on completion of alternative library on site within the nearby local centre.

Alternative site for library currently under development as part of regeneration activities

Partially affected by flood risk (Zone 2 and 3)

**POLICY RED6: Former Oakley Centre**

RED6 - Former Oakley Centre, Radstock Way, Merstham



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by niggle & Berehead Borough Council. 1:1,210

<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	1.97 ha	<b>Existing/ Previous use:</b>	Community services (youth centre) - Vacant
<b>Source:</b>	HELAA Ref: M13	<b>Development Timeframes:</b>	Short term (0 - 5 years)

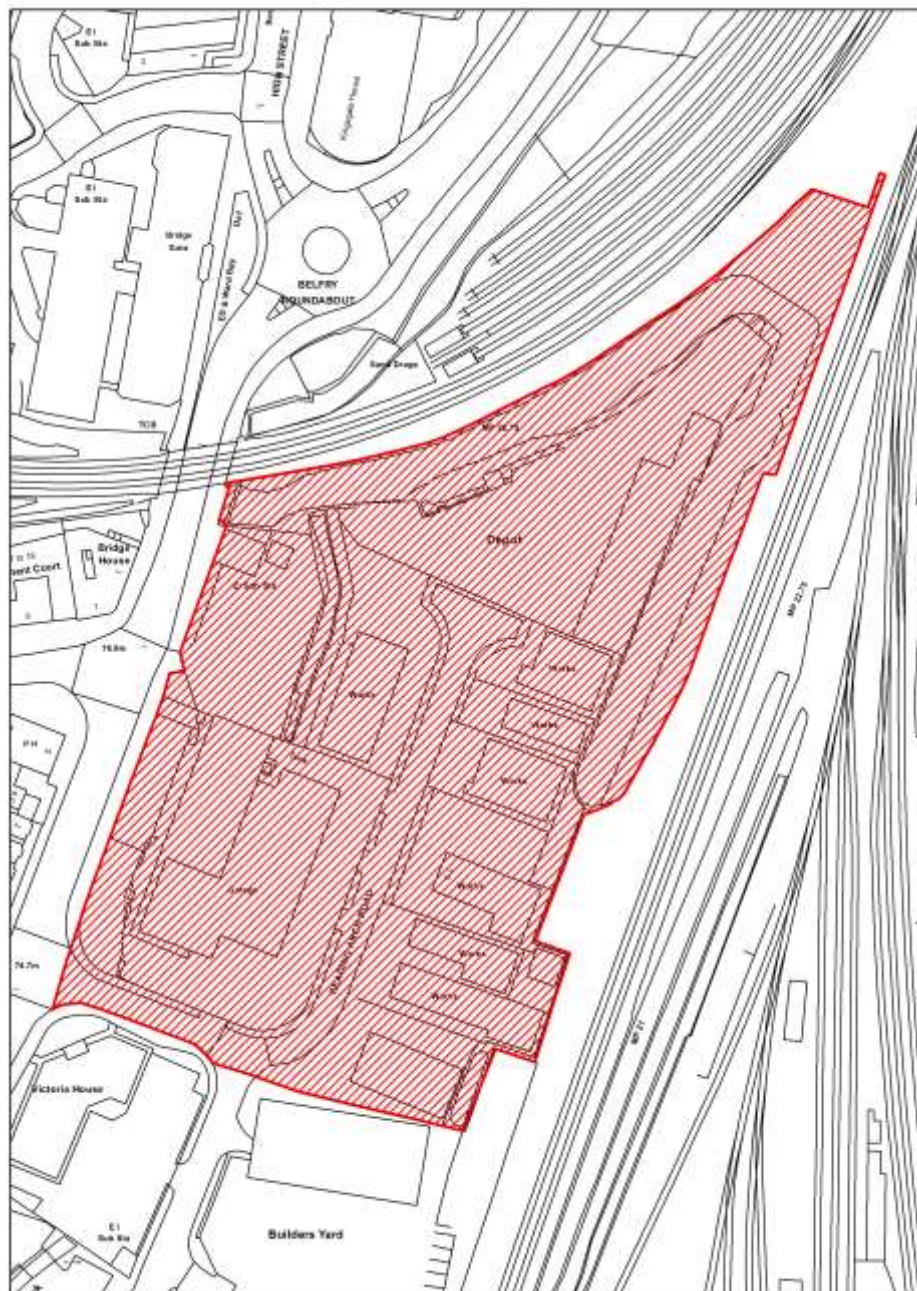
<b>Allocation:</b>	The site is allocated for : Up to 30 homes (including conversion of listed building)
<b>Requirements:</b>	<ul style="list-style-type: none"> <li>• Design and layout to protect and enhance listed building and its setting</li> <li>• Retention and enhancement of existing trees and green infrastructure, including open space</li> <li>• Development on existing open land would only be acceptable where clearly justified by viability and the need for funding to support regeneration in Merstham</li> <li>• Design to ensure satisfactory residential amenity due to proximity to motorway, including appropriate noise reduction measures</li> <li>• Appropriate improvements to site access onto Radstock Way</li> </ul>

**Explanation:** The site is located within an accessible location, relatively close proximity to facilities within the local centre. The site has been actively promoted for development as part of Merstham regeneration and a planning application has been submitted.

The site is partially designated Urban Open Space and partially Green Belt. There are some wooded areas within the site and it is situated in close proximity to junction 7 of the M25 and M23. The Oakley Centre building is Grade II listed.

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

RED8 - Land at Reading Arch Road/Brighton Road, Redhill



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by regate &amp; Bassetlaw Borough Council.

1:1,096

<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	1.94ha	<b>Existing/ Previous use:</b>	Mixed industrial units, car sales showroom and open storage land
<b>Source:</b>	Redhill Town Centre Area Action Plan 2012  HELAA Ref: RE05	<b>Development Timeframes:</b>	Medium term (5-10 years)

<b>Allocation:</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Retail:</b> New bulky goods retail provision (approximately 4,000sqm) through extension of the existing retail warehouse area to the south; and</li> <li>• <b>Residential:</b> Approximately 150 residential units</li> </ul>
<b>Requirements:</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Continued protection and retention of existing employment uses until a comprehensive mixed use scheme comes forward</li> <li>• Retail provision, including size of units and the type of goods sold, restricted to ensure development is complementary to the existing town centre offer</li> <li>• Design to reflect scale of development along Brighton Road and transition away from town centre</li> <li>• Relocation strategy for existing business/industrial occupiers</li> <li>• Measures to improve connectivity with the main shopping area, including appropriate public realm improvements. Design of development to explore opportunities to include enhancements to the culvert running through the site in order to incorporate and enhance the Green Infrastructure opportunities</li> <li>• Measures to manage and attenuate flood risk, including de-culverting of the Redhill Brook where possible and improvements to the river corridor</li> <li>• Full contamination survey and land remediation measures as appropriate</li> <li>• Design to ensure satisfactory residential amenity due to proximity to railway line and Redhill air quality management area, including appropriate noise reduction measures.</li> </ul>

**Explanation:** This site is situated within an accessible location. It is located close to the town centre and rail station but separated from the main shopping area by the railway. It has prominent and direct access onto the A23.

The existing site does not provide a fitting approach to the town centre gateway along this important approach route nor does it maximise the sites capacity potential.

In the short term the existing uses should remain. Any planned loss of the employment uses will need to be accounted for as the Core Strategy has established a Borough-wide growth target for such uses. Any long term redevelopment should

secure the relocation of the active uses to suitable alternative premises elsewhere in the Borough.

The site is in multiple ownerships although a large part of the freehold is owned by Reigate & Banstead Borough Council. Compulsory purchase might be required to achieve a comprehensive scheme.

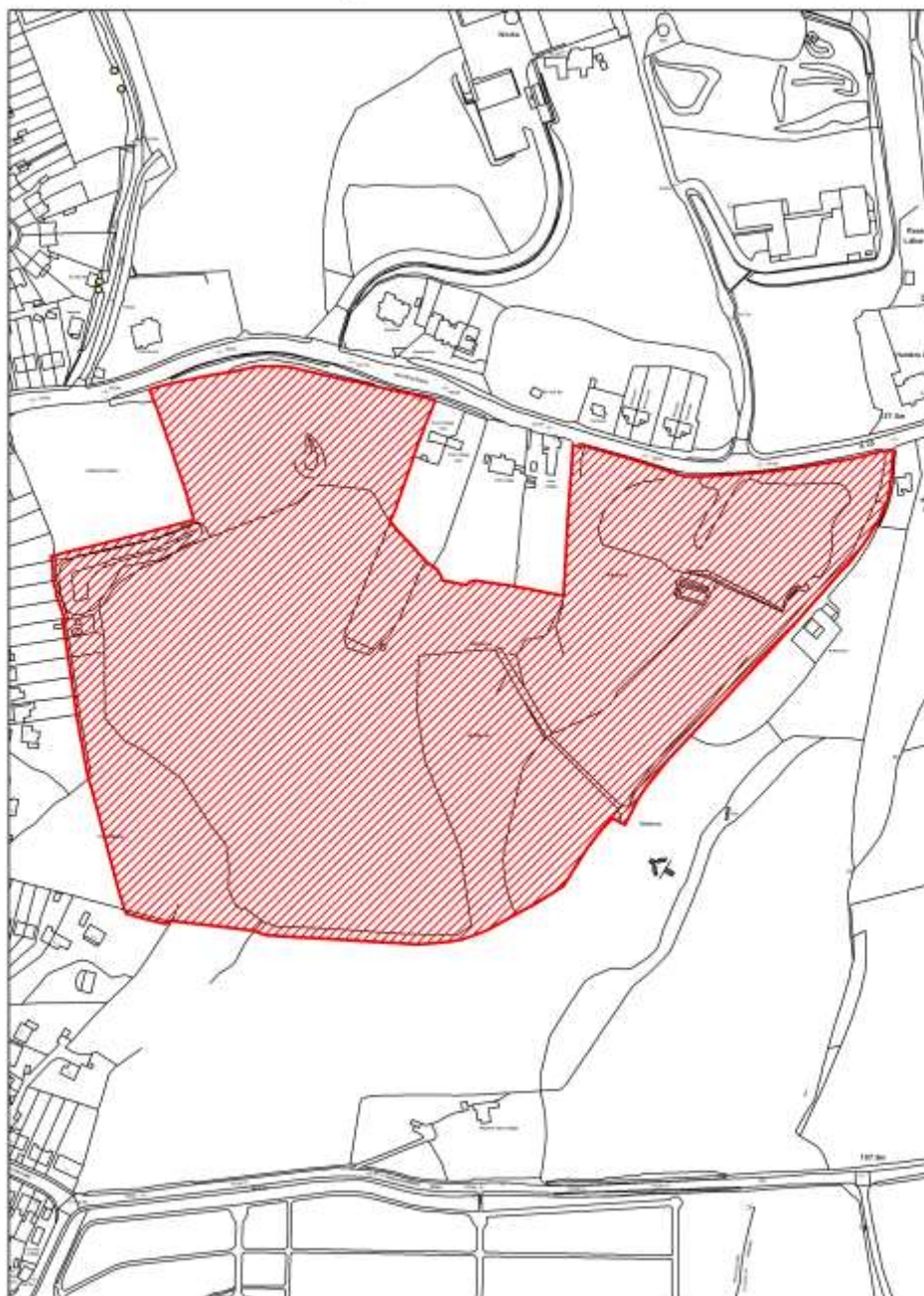
Site is partially affected by Flood Zones 2 and 3 and Redhill Brook is partially culverted under the site. In addition, proximity to the railway line may give rise to residential amenity issues and potential land contamination.

In the longer term, the site may provide scope to expand the main town centre retail area. This would be only be justified by evidence of a clear need for additional retail space and would subject to full assessment of the impact on the town centre.



**AREA 2a (Redhill and Merstham): Sustainable Urban Extensions****POLICY ERM1: Land at Hillsbrow, Redhill**

ERM1 - Land at Hillsbrow, Redhill



© Crown Copyright and database right 2018. Ordnance Survey license number 100019405. Produced by reigate &amp; Banstead Borough Council

1:2,659

<b>Site allocation:</b>	<b>Urban Extension</b>		
<b>Site area:</b>	Total: 9.3 ha	<b>Existing/ Previous use:</b>	open grassland and woodland
<b>Source:</b>	HELAA Ref: RE22	<b>Development Timeframes:</b>	See MLS1

<b>Allocation</b>	<p>The site is allocated for:</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 100 new homes, including 25 units of retirement accommodation for older people</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the adjacent Holmesdale Biodiversity Opportunity Area and the Greensand Ridge</li> <li>• Protection and enhancement of areas of ancient woodland and other areas of significant woodland, including provision of an appropriate buffer zone and long-term management proposals.</li> <li>• Design measures to protect and enhance landscape quality, including building heights and massing which ensure the development is not visible in long-range views. Opportunities should be sought to increase tree coverage where possible, particularly where this may help with mitigating any visual impact.</li> <li>• Design measures to protect the setting of adjoining listed buildings and respect the character of Nutfield Road</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> <li>• Full contamination survey and land remediation measures as appropriate</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road with safe crossing points to access the footpath adjacent to Redstone Park (FP102)</li> <li>• Enhancement of the footpath adjacent to Redstone Hollow (FP530)</li> <li>• Local improvements to existing bus infrastructure/passenger facilities on Nutfield Road</li> <li>• Comprehensive initiatives to support and encourage sustainable travel</li> <li>• Measures to manage the effects on nearby rural and residential roads, including Cormongers Lane/Fullers Wood Lane, from rat-running and re-routing</li> <li>• Safe highway access onto Nutfield Road, taking a co-ordinated approach with any other allocated development sites in the vicinity</li> <li>• Appropriate on-site public open space and play facilities</li> </ul>

- Potential extension to existing allotment site

**Explanation:** The Hillsbrow site is located on the southern side of the A25 to the east of Redhill town centre. The main site comprises areas of open grassland located on the brow of the Greensand Ridge, surrounded by belts of dense woodland, some of which is protected ancient woodland. The site is a good proximity to Redhill town centre and Redhill rail station.

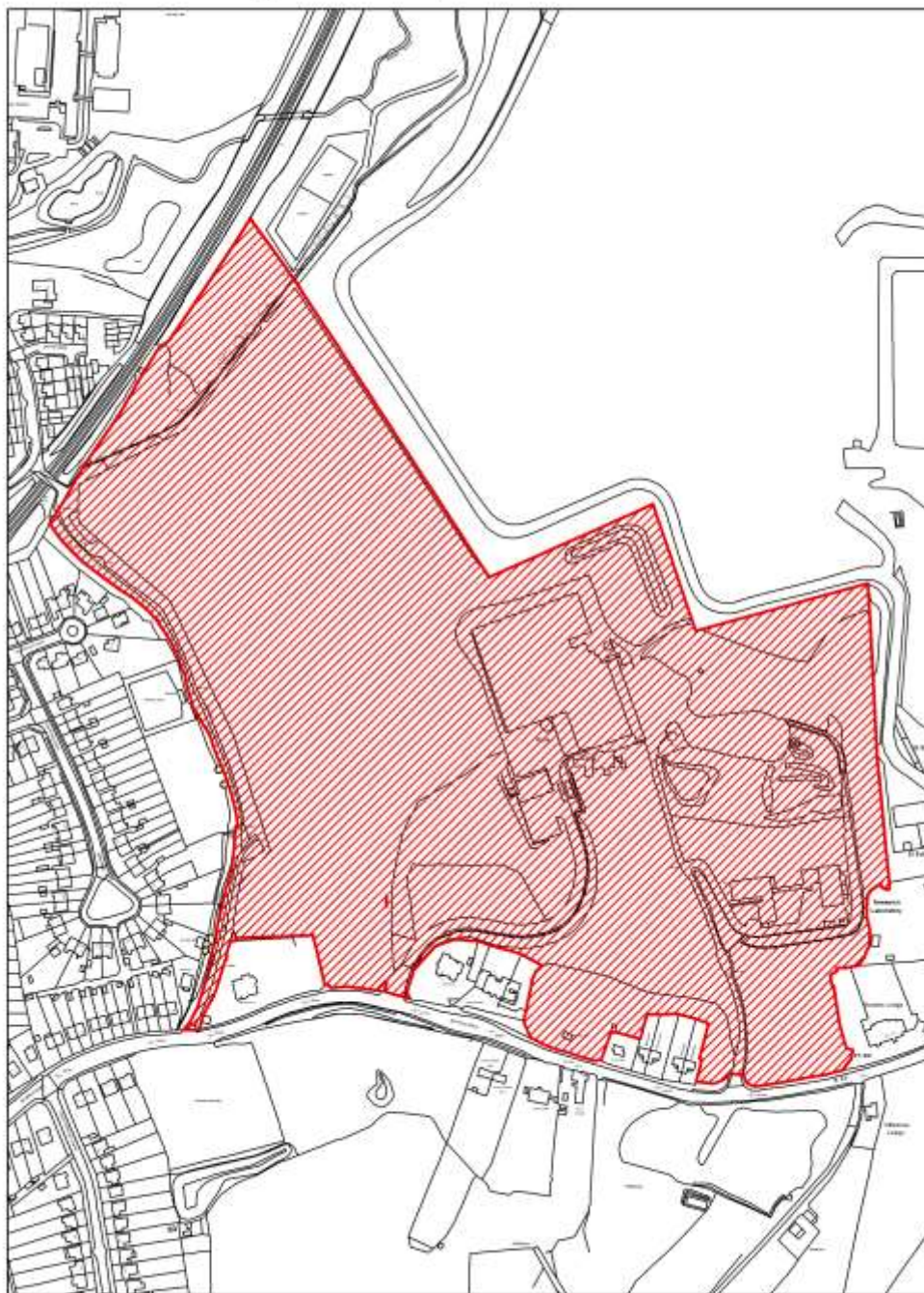
There is a steep slope on the southern part of the parcel which means these areas are unsuitable for development.

There are extensive areas of ancient and other woodland limit development potential and require protection and there is high visibility of wooded slopes and the paddock to the south of the site within long distance views, particularly from the south. There is scope for development to improve green infrastructure linkages with the surrounding countryside and secure enhanced management of the ancient woodland areas.

There is also possible localised land contamination owing to historic uses

**POLICY ERM2/3: Land west of Copyhold Works and former Copyhold Works**

ERM3 - Former Copyhold Works, Redhill



© Crown Copyright and database right 2018. Ordnance Survey license number 100019405. Produced by reggie & Barnstead Borough Council.

1:3.207

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total: 17.2	<b>Existing/ Previous use:</b>	Open paddock and derelict former Copyhold works
<b>Source:</b>	HELAA Ref: RE20	<b>Development Timeframes:</b>	See MLS1

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 210 new homes, including 53 units of retirement accommodation for older people; and</li> <li>• <b>Education/Community:</b> Serviced land set aside for a new two-form of entry primary school. If the applicant can demonstrate there is no need for this use at the point of planning application then the need for an alternative community facility must be tested</li> <li>• <b>Open Space:</b> A new, high quality public open space in the southern part of the site</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the Holmesdale Biodiversity Opportunity Area, Holmethorpe Site of Nature Conservation Importance and the Greensand Ridge.</li> <li>• Protection and enhancement of areas of significant woodland</li> <li>• Design measures to protect and enhance landscape quality, including building heights/massing and retention of open areas in visually sensitive locations, to minimise the visibility of development in long-range views</li> <li>• Appropriate buffer zone to the adjoining landfill and mitigation measures to safeguard residential amenity</li> <li>• Design measures to protect the setting of adjoining listed buildings and respect the character of Nutfield Road</li> <li>• Layout to incorporate a buffer zone and improvements to the Redhill Brook corridor</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> <li>• Full contamination survey and land remediation measures as appropriate</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• A serviced site capable of accommodating a new two-form of entry primary school and/or complementary community uses</li> <li>• Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road and significant upgrades of the existing footpath east of Redstone Park (Foot Path No. 102 and Cycle Route 21)</li> <li>• Additional north-south pedestrian and cycle links through the site</li> </ul>

	<p>as an integral part of the design</p> <ul style="list-style-type: none"> <li>• Local improvements to existing bus infrastructure/passenger facilities on Nutfield Road</li> <li>• Comprehensive initiatives to support and encourage sustainable travel</li> <li>• Measures to manage the effects on nearby rural and residential roads, including Cormongers Lane/Fullers Wood Lane, from rat-running and re-routing</li> <li>• Safe highway access onto Nutfield Road, taking a co-ordinated approach any other allocated development sites in the vicinity</li> <li>• A new, high quality public open space in the south of the site and play facilities</li> </ul>
--	---

**Explanation:** The former Copyhold works and land to the west is located on the northern side of the A25, directly to the east of Redhill town centre.

The west side comprises an open paddock which slopes downwards towards its northern boundary. On the western edge there is an existing public right of way leading into the town.

The east side of the site comprises a previously developed former industrial site, comprising a number of derelict buildings and associated areas of hardstanding.

The site is largely enveloped by belts of dense woodland. It is believed that parts of the site may have been historically quarried (including the paddock which was subsequently restored.)

The site adjoins the active Patteson Court landfill, albeit the land which immediately adjoins the site has been filled and restored.

**POLICY ERM4a - 164 Bletchingley Road, Merstham**

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total: 2.5ha	<b>Existing/ Previous use:</b>	Residential dwelling set within a substantial plot containing a series of small scale redundant farm buildings.
<b>Source:</b>	HELAA Ref: M18	<b>Development Timeframes:</b>	See MLS1

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 30 new homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, and an appropriate relationship with the adjoining nature reserve and reflecting the Holmesdale Biodiversity Opportunity Area</li> <li>• Protection and enhancement of woodland boundaries</li> <li>• Design and layout to enhance landscape quality, provide an appropriate transition to surrounding countryside and minimise visibility of the development in long range views</li> <li>• Protection and enhancement of the character and setting of existing listed buildings</li> <li>• Design to respect and enhance the character of Bletchingley Road</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• Improvement and extension of pedestrian and cycle facilities, including new footways on Bletchingley Road and significant upgrades of the existing bridleway through the site (BW119) (in conjunction with ERMXX)</li> <li>• Local improvements to existing bus infrastructure/passenger facilities on Bletchingley Road</li> <li>• Upgrading of off-carriageway pedestrian/cycle routes to nearby local centres and Merstham station</li> <li>• Safe highway access onto Bletchingley Road, taking a co-ordinated approach with other sites in the vicinity</li> <li>• Submission of a Transport Assessment will be required as part of a planning application, to include consideration of impacts on the junction of the A23/School Hill. Where necessary the applicant will need to carry out a feasibility study, and to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction.</li> <li>• Appropriate on-site public open space and play facilities</li> </ul>



**Explanation:** The land south of Bletchingley Road is on the eastern edge of the Merstham area, a short distance from the nearby local centre. To the south and east, the site adjoins the wetland nature reserve of Spynes Mere. The site of Woodlands School, a special school, adjoins to the west.

Proximity to Spynes Mere local nature reserve means there is a need for sensitive transition to the nature reserve and there is some visibility within long distance views. Any scheme should consider the locally listed building in the north of the site.

There is scope for development to improve green infrastructure linkages with the surrounding countryside and enhance rights of way and potential for development to support and complement regeneration of Merstham Estate Local Centre. This could include the provision of starter homes and/or self-build plots, which would be encouraged on this site.

## POLICY ERM4b Land south of Bletchingley Road, Merstham

ERMx - Land South of Bletchingley Road 2



© Crown Copyright and database right 2018. Ordnance Survey (licence number 100019425). Produced by reggie &amp; Gensited Borough Council

1:641

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total 0.8ha	<b>Existing/ Previous use:</b>	Area of open space to the south of the former Darby House site
<b>Source:</b>	HELAA Ref:	<b>Development Timeframes:</b>	See MLS1

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 20 new homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, and an appropriate relationship with the adjoining nature reserve and reflecting the Holmesdale Biodiversity Opportunity Area</li> <li>• Protection and enhancement of woodland boundaries</li> <li>• Design and layout to enhance landscape quality, provide an appropriate transition to surrounding countryside and minimise visibility of the development in long range views</li> <li>• Protection and enhancement of the character and setting of existing listed buildings</li> <li>• Design to respect and enhance the character of Bletchingley Road</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• Improvement and extension of pedestrian and cycle facilities, including new footways on Bletchingley Road and significant upgrades of the existing bridleway through the site (BW119)</li> <li>• Local improvements to existing bus infrastructure/passenger facilities on Bletchingley Road</li> <li>• Upgrading of off-carriageway pedestrian/cycle routes to nearby local centres and Merstham station</li> <li>• Safe highway access onto Bletchingley Road, taking a co-ordinated approach with other sites in the vicinity</li> <li>• Submission of a Transport Assessment will be required as part of a planning application, to include consideration of impacts on the junction of the A23/School Hill. Where necessary the applicant will need to carry out a feasibility study, and to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction.</li> <li>• Appropriate on-site public open space and play facilities</li> </ul>

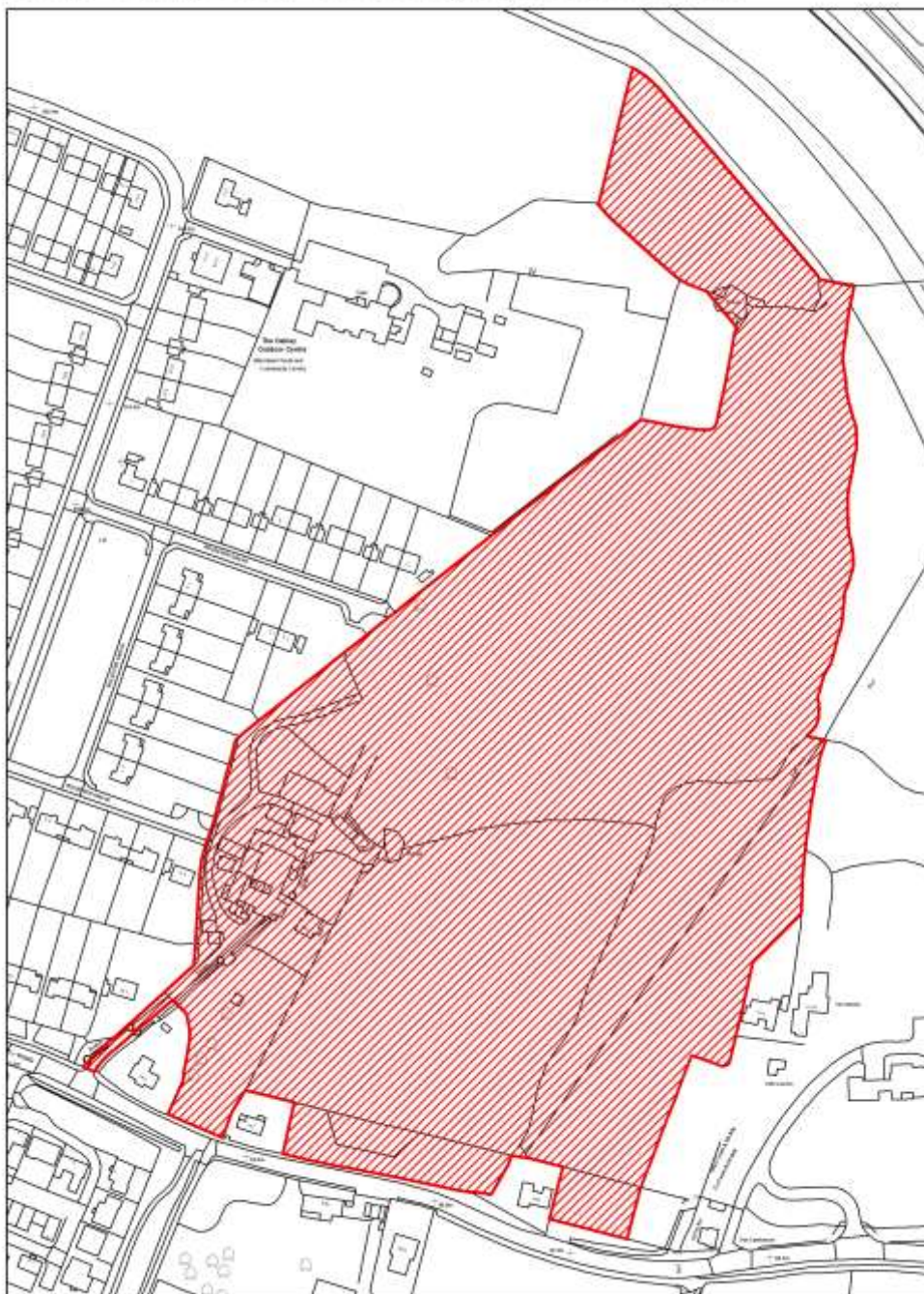
**Explanation:** The land south of Bletchingley Road is on the eastern edge of the Merstham area, a short distance from the nearby local centre. To the south and east, the site adjoins the wetland nature reserve of Spynes Mere. The site of Woodlands School, a special school, adjoins to the west.

Proximity to Spynes Mere local nature reserve means there is a need for sensitive transition to the nature reserve and there is some visibility within long distance views. Any scheme should consider the locally listed building in the north of the site.

There is scope for development to improve green infrastructure linkages with the surrounding countryside and enhance rights of way and potential for development to support and complement regeneration of Merstham Estate Local Centre. This could include the provision of starter homes and/or self-build plots, which would be encouraged on this site.

**POLICY ERM5: Oakley Farm, off Bletchingley Road, Merstham**

ERM5 - Oakley Farm, Off Bletchingley Road, Merstham



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by reigobe & Barntead Borough Council.

1:1,972

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total: 8.45 ha	<b>Existing/ Previous use:</b>	open fields, small cluster of agricultural buildings in the west

<b>Source:</b>	HELAA Ref: M14	<b>Development Timeframes:</b>	See MLS1
<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 95 new homes</li> <li>• <b>Employment:</b> Small business space (offices and workshops) and/or community space, clustered around the existing farm buildings</li> <li>• <b>Open Space:</b> New high quality public open space in the eastern part of the site</li> </ul>		
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside</li> <li>• Protect existing residential amenity</li> <li>• Ensure an appropriate transition to adjoining countryside, particularly by providing a significant area of new green corridor and public open space in the eastern part of the site</li> <li>• Protection and enhancement of woodland, particularly on boundaries</li> <li>• Design and layout to enhance landscape quality, particularly in proximity to the AONB and minimise visibility of the development in long range views</li> <li>• Appropriate buffer zone to the adjacent motorway and mitigation measures to protect future residents from noise pollution/air quality issues</li> <li>• Protection and enhancement of the character and setting of existing listed buildings</li> <li>• Design to respect and enhance the character of Bletchingley Road</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• New small scale commercial/small business units (offices and workshops) and/or complementary community space</li> <li>• New high quality public open space, including appropriate play facilities</li> <li>• Improvement and extension of pedestrian and cycle facilities, including new footways on Bletchingley Road and significant upgrades of the existing footpath running through the site (FP198)</li> <li>• Local improvements to existing bus infrastructure/passenger facilities on Bletchingley Road</li> <li>• Upgrading of off-carriageway pedestrian/cycle routes to nearby local centres and Merstham station, including FP93</li> </ul>		

	<ul style="list-style-type: none"> <li>• Safe highway access onto Bletchingley Road, taking a co-ordinated approach with other sites in the vicinity</li> <li>• Submission of a Transport Assessment will be required as part of a planning application, to include consideration of impacts on the junction of the A23/School Hill. Where necessary the applicant will need to carry out a feasibility study, and to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction</li> </ul>
--	--

**Explanation:** Oakley Farm is on the northern side of Bletchingley Road, a short distance east of the nearby local centre. The site lies between the existing built up area of Merstham and the borough boundary with Tandridge. To the east, the site adjoins further open countryside in the borough of Tandridge. The site is bounded by the M23/M25 to the north east.

The site comprises several open fields used predominantly for grazing, with a small cluster of agricultural buildings in the west, some of which are listed.

There is scope for development to improve green infrastructure linkages with the surrounding countryside and enhance rights of way and potential for development to support and complement regeneration of Merstham Estate Local Centre. This could include the provision of starter homes and/or self-build plots, which would be encouraged on this site.

### Section 3C: Area 2b – Wealden Greensand Ridge – Reigate

#### What does the Core Strategy say?

The Core Strategy's spatial strategy for both Area 2a and Area 2b is to recognise the need to ensure its continue success by maintaining the area's high economic profile. It describes Reigate in 2027 as having had its historic interest protected, and its unique character, attractiveness and town centre offer enhanced.

Reigate town centre is identified as catering for local and some borough-wide needs, which - having only limited potential for growth – will continue to serve as a location for small specialist shops.

The area to the south and south west of Reigate is identified in the Core Strategy as a broad area of search for sustainable urban extensions, with capacity for up to 500-700 new homes.

#### Core Strategy Policies

Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

<b>Core Strategy requirement</b>	
Housing	At least 280 new homes within the urban area
	Up to 500-700 new homes in sustainable urban extensions to the South and South West of Reigate
Employment <sup>12</sup>	Additional employment development predominantly through the reuse and intensification of existing employment land
	Approximately 20,000sqm across both Area 2a and Area 2b
Retail <sup>13</sup>	Comparison – at least 3,870sqm in Reigate Town Centre
	Convenience: At least 7,020sqm, the majority within Redhill Town Centre and a limited amount in Reigate Town Centre
Infrastructure	Expansion of existing primary schools in Redhill/Reigate area

*Figure 5: Development within Area 2B (Core Strategy)*

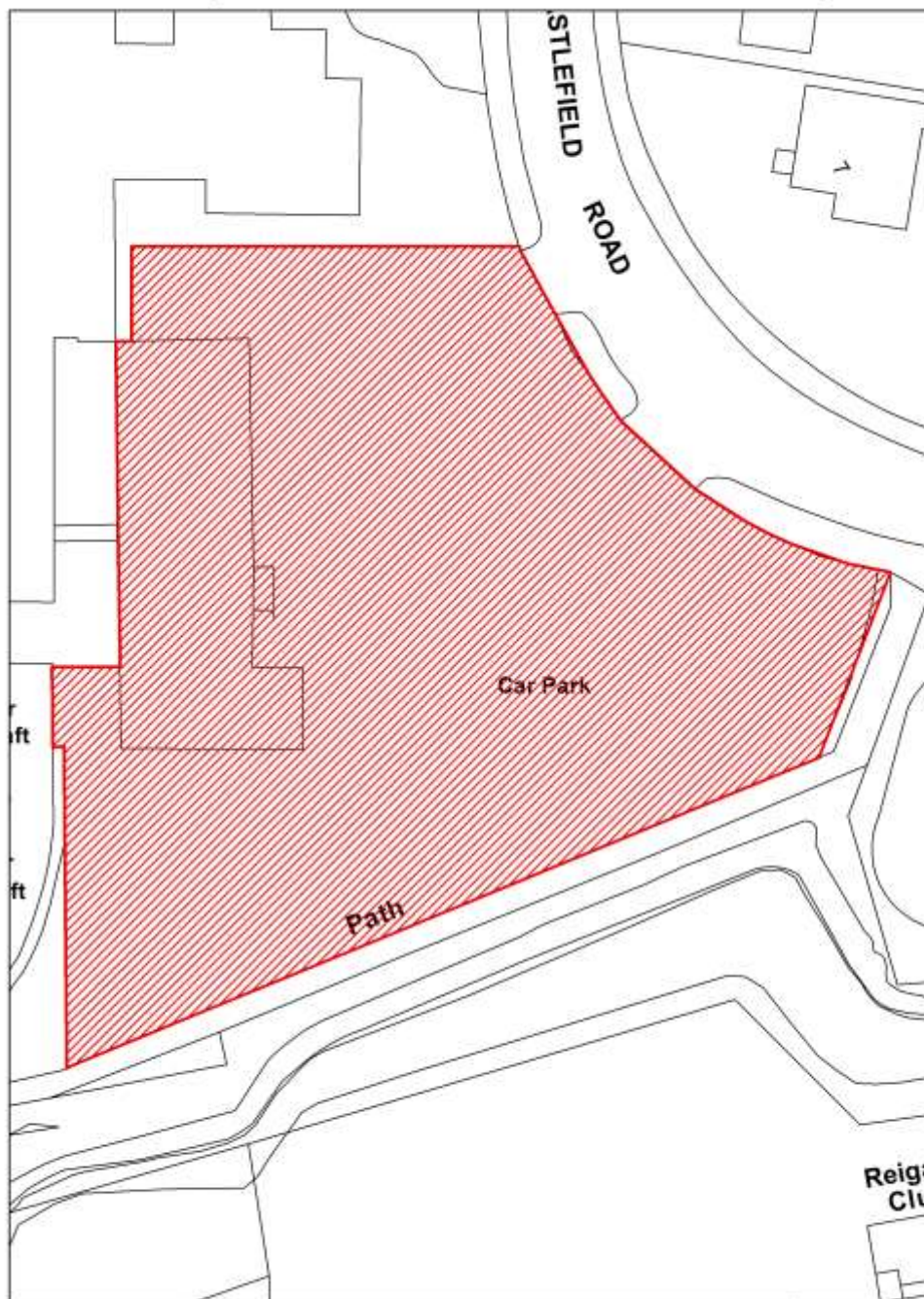
<sup>12</sup> Subject to regular monitoring of demand levels

<sup>13</sup> Subject to regular monitoring of demand levels



**AREA 2b (Reigate):** Reigate Town Centre site allocations**POLICY REI2: Land adjacent to the Town Hall, Castlefield Road, Reigate RE2 0SH**

REI2 - Land Adjacent to the Town Hall, Castlefield Road, Reigate



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by reigate &amp; Banstead Borough Council.

1:423

<b>Site allocation:</b>	Town centre site allocation		
<b>Site area:</b>	0.25ha	<b>Existing/ Previous use:</b>	Surface car park
<b>Source:</b>	HELAA Ref: RC22	<b>Development Timeframes:</b>	short term (0 - 5 years)

## Theme 3: Place Shaping

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Office only:</b> Approximately 1,500sqm; or</li> <li>• <b>Residential only:</b> Approximately 30 new homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Improvements to connectivity between the site and town centre, including appropriate public realm improvements and signage</li> <li>• Provision of appropriate parking for proposed uses and retention of adequate parking for existing users</li> <li>• Safe vehicular access in and out of the site, and appropriate traffic management on Castlefield Road</li> <li>• High quality design and layout sensitive to the setting of the Grade II listed Town Hall, character/setting of the Conservation Area and Scheduled monument.</li> </ul>

**Explanation:** The site is situated in an accessible location, in close proximity to the rail station and on the edge of Reigate town centre.

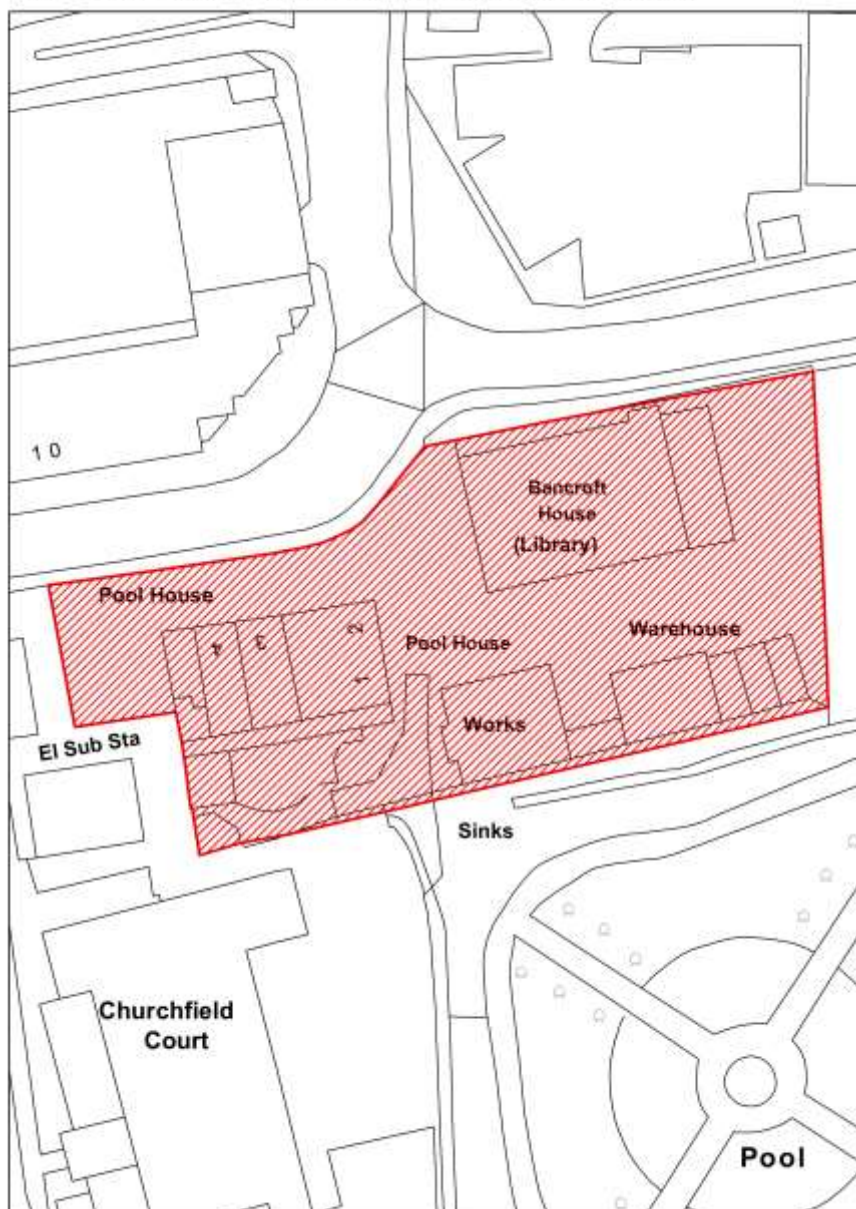
There is a steep topography between site and primary shopping area. The site is potentially visible in long-range views, particularly from the south

The site is located within Reigate Town Centre Conservation Area. It is also adjacent to the Grade II listed Town Hall, Scheduled monument, Regionally Important Geological Site and Urban Open Space Designation.

## AREA 2b (Reigate): Opportunity Sites

### POLICY RE1: Library and Pool House, Bancroft Road, Reigate RH2 7RP

RE1 - Library and Pool House, Bancroft Road, Reigate



© Crown Copyright and database right 2018. Ordnance Survey licence number: 100019485. Produced by Reigate & Banstead Borough Council

1:429

<b>Site allocation:</b>	Opportunity Sites		
<b>Site area:</b>	0.22ha	<b>Existing/ Previous use:</b>	<ul style="list-style-type: none"> <li>Mixed including library and community uses.</li> <li>Small scale retail/commercial units</li> </ul>
<b>Source:</b>	N/A	<b>Development Timeframes:</b>	N/A

## Theme 3: Place Shaping

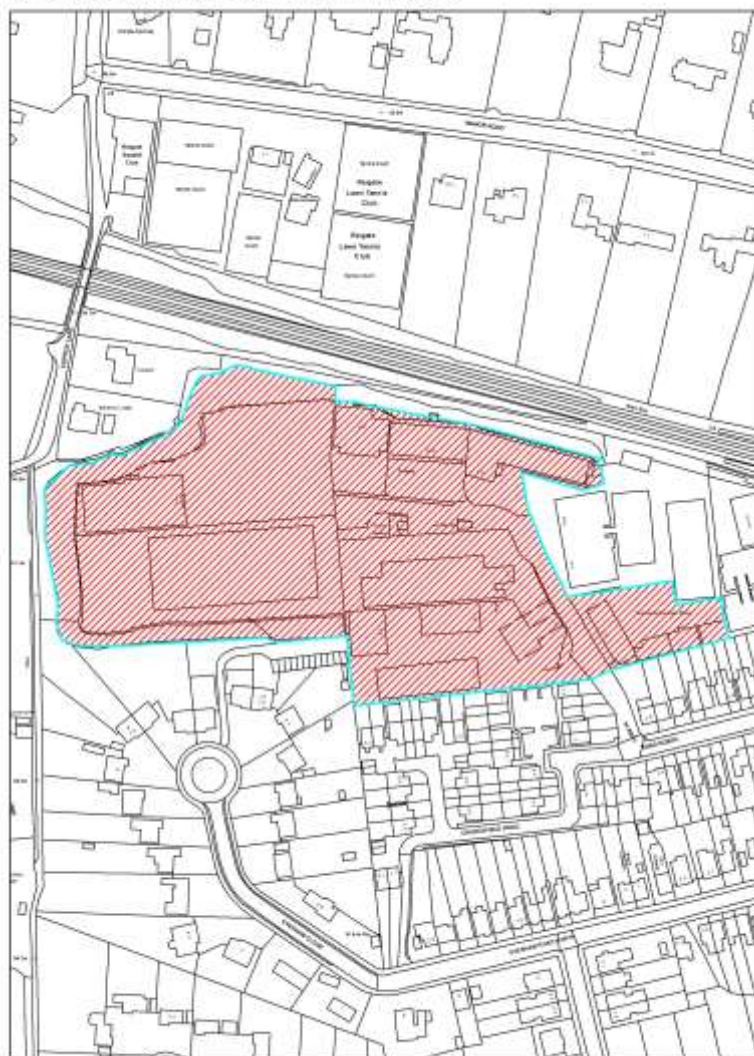
<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Retail, commercial, leisure or community:</b> up to 1,000sqm; and</li> <li>• <b>Residential:</b> approximately 25 new homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding</li> <li>• Active ground floor frontage</li> <li>• Design and layout to reflect location adjacent to Conservation Area</li> <li>• Retention, replacement or relocation of existing community uses, particularly the library/registry office</li> <li>• Relocation strategy for existing business/industrial occupiers or where appropriate accommodate existing businesses</li> </ul>

**Explanation:** The site is located in a highly accessible location, adjacent to the proposed primary shopping area of Reigate.

The site is partially affected by Flood Zones 2 and 3 and is located adjacent to Reigate Town Centre Conservation Area.

## POLICY REI3: Albert Road North Industrial Estate, Reigate RH2

REI3 - Albert Road North Industrial Estate



<b>Site allocation:</b>	Opportunity Sites		
<b>Site area:</b>	2.4 ha	<b>Existing/ Previous use:</b>	Mixed employment
<b>Source:</b>	HELAA REF: RC04	<b>Development Timeframes:</b>	N/A
<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Employment:</b> At least 7,500sqm of employment space. New development must be within the B1 use class (focussed on small business/incubator space and comprising a mix of offices and small workshops); and</li> <li>• <b>Residential:</b> Up to 50 new homes with a mixture of flats and family houses</li> </ul>		

<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Measures to address and attenuate surface water flooding risk</li> <li>• Measures to avoid impact from new development on the Mole Gap to Reigate Escarpment SAC</li> <li>• Design to ensure satisfactory residential amenity due to proximity to railway line, including appropriate noise reduction measures</li> <li>• Relocation strategy for existing business/industrial occupiers or where appropriate accommodate existing businesses</li> <li>• Design to provide a high quality business environment</li> <li>• Design to reflect character of surrounding residential area</li> <li>• Provision of sufficient off-street parking for both commercial and residential development in accordance with adopted local standards</li> <li>• Full contamination survey and land remediation measures as appropriate</li> <li>• Piecemeal development will be strongly resisted</li> </ul>
---------------------	--

**Explanation:** This is an existing employment site, and the allocation requires retention of employment uses on this site. However, the identification of the site as an opportunity site reflects that there is some existing conflict between the more intensive industrial uses on the site and the surrounding residential area and seeks to address this, whilst making more efficient use of the site.

This site would provide a good opportunity for intensification of an existing previously developed site in an accessible location with good access to services and transport; the site is reasonably close to Reigate town centre, Reigate rail station and good access to the M25.

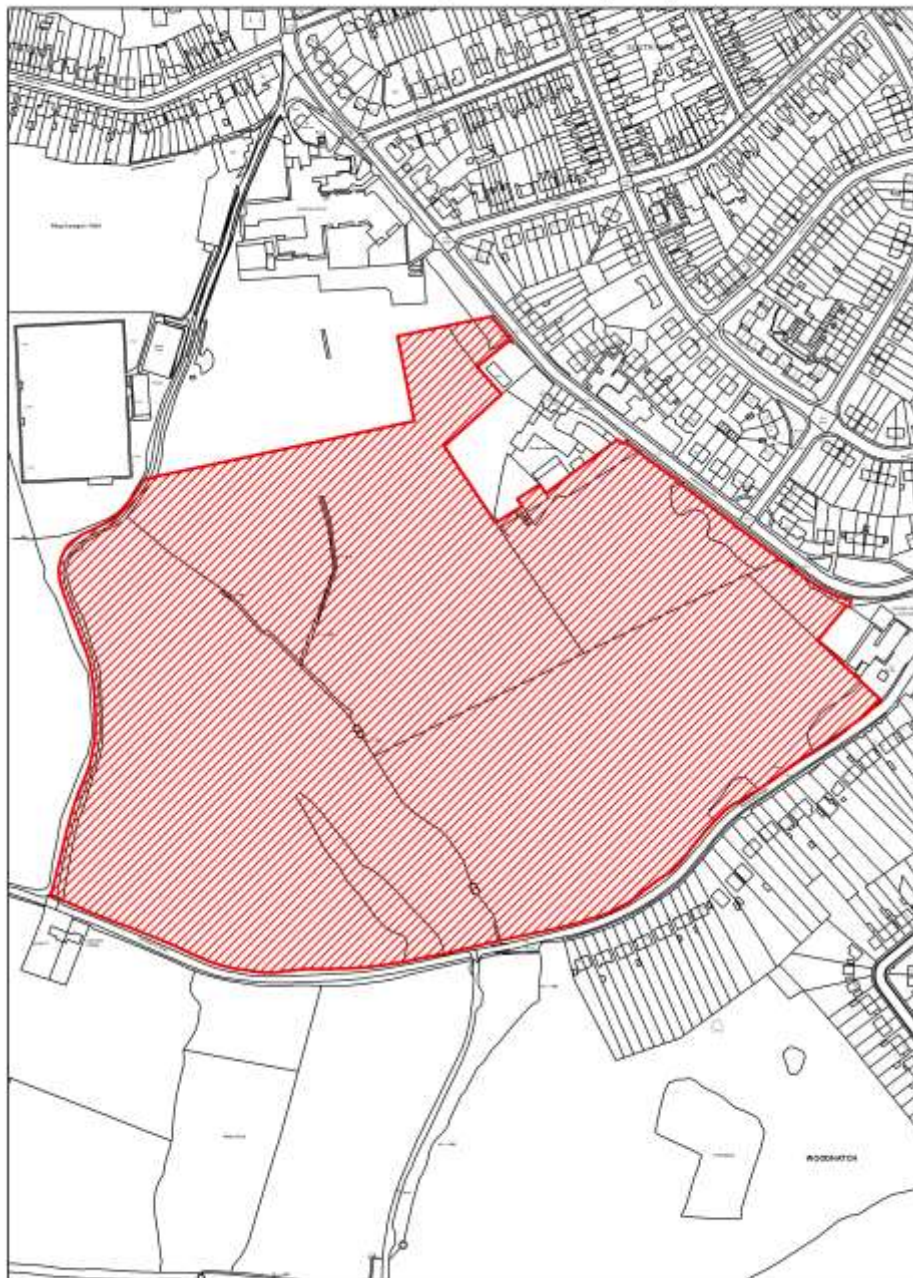
The immediate access is relatively constrained via congested residential roads.

The site is partially affected by surface water flooding risk, adjacent to the railway line and has potential land contamination which will all need to be taken into consideration and mitigated as appropriate in any scheme.

**AREA 2b (Reigate): Sustainable Urban Extensions**

**POLICY SSW2: Land at Sandcross Lane, South Park, Reigate**

SSW2 - Land at Sandcross Lane, South Park, Reigate



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by Reigate & Banstead Borough Council

1:3,285

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total: 16.1 ha	<b>Existing/ Previous use:</b>	Open arable fields
<b>Source:</b>	HELAA Ref: SPW04	<b>Development Timeframes:</b>	See MLS1

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 260 new homes, including at least 65 units of retirement accommodation for older people</li> <li>• <b>Commercial/retail:</b> Small-scale local commercial facilities, including shops, to complement existing nearby facilities</li> <li>• <b>Health:</b> Land set aside for a new health facility, close to existing community facilities</li> <li>• <b>Open Space:</b> New high quality public open space in the western part of the site</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside reflecting the Earlswood and Redhill Common biodiversity opportunity area</li> <li>• Ensure an appropriate transition to adjoining countryside, particularly by providing a significant area of new public open space in the west of the site</li> <li>• A site specific flood risk assessment must be undertaken which takes account of the Strategic Flood Risk Assessment Level 2</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> <li>• Protection of existing trees and hedgerows</li> <li>• Incorporate a buffer zone to the existing ditch network within the site to safeguard ecology and water quality</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• A serviced site capable of accommodating a new health facility</li> <li>• Enhancements to local community provision</li> <li>• Upgrading of off-carriageway cycle routes to the nearby local centre (along Prices Lane)</li> <li>• Consideration should be given to whether there are opportunities to improve traffic management and access to Sandcross Primary School. Off road routes to the Primary School should be included.</li> <li>• Local improvements to existing bus infrastructure/passenger facilities in and around Sandcross Lane and measures to maximise the accessibility of routes/services to new and existing residents</li> <li>• Improvements to the local highway network, including the Dovers Green Road/Sandcross Lane junction and Slipshatch Road/Sandcross Lane junction</li> </ul>



	<ul style="list-style-type: none"> <li>• Measures to manage the effects on nearby rural and residential roads from rat-running and re-routing</li> <li>• Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/Prices Road. . Where necessary to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety, capacity and efficiency of this junction.</li> <li>• New high quality public open space in the western part of the site.</li> </ul>
--	--

**Explanation:** The Sandcross Lane site is located to the western side of Sandcross Lane, a short distance to the east of the Woodhatch local centre.

The site comprises an open arable field which is actively used for agriculture and is bounded to the west and south by rural roads. King George's playing fields adjoin the western boundary of the site, with further agricultural fields beyond to the south and west.

Development would result in the loss of actively managed agricultural land and there are localised issues with surface water flooding on the site and in the surrounding area

Development could have adverse traffic impacts on rural road network and create some additional pressure on surrounding junctions, particularly the Woodhatch junction

Development could help to enhance local green infrastructure/ biodiversity value and provide open space to complement adjoining sports facilities. There is also scope for development to expand and improve the viability of existing community facilities and local services (including health, youth and local shops)

**POLICY SSW6: Land west of Castle Drive**



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by reigate & Banstead Borough Council.

1:877

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total: 0.5ha	<b>Existing/ Previous use:</b>	Amenity land
<b>Source:</b>	HELAA Ref: SPW07	<b>Development Timeframes:</b>	See MLS1

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 10 new homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside reflecting the Earlswood to Redhill Common biodiversity opportunity area</li> <li>• Ensure an appropriate transition to adjoining countryside</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> <li>• Layout to ensure no development on land within Flood Zones 2 and 3</li> <li>• Protection of existing trees and hedgerows</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• Improvement and extension of pedestrian and cycle facilities, including crossing points on Dovers Green Road</li> <li>• Local improvements to existing bus infrastructure/passenger facilities in and around Dovers Green Road</li> <li>• Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/ A217 Dovers Green Road/Prices Road. Where necessary to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety, capacity and efficiency of this junction.</li> <li>• Appropriate on-site public open space and play facilities in line with policy OSR2- Open space in new developments</li> </ul>

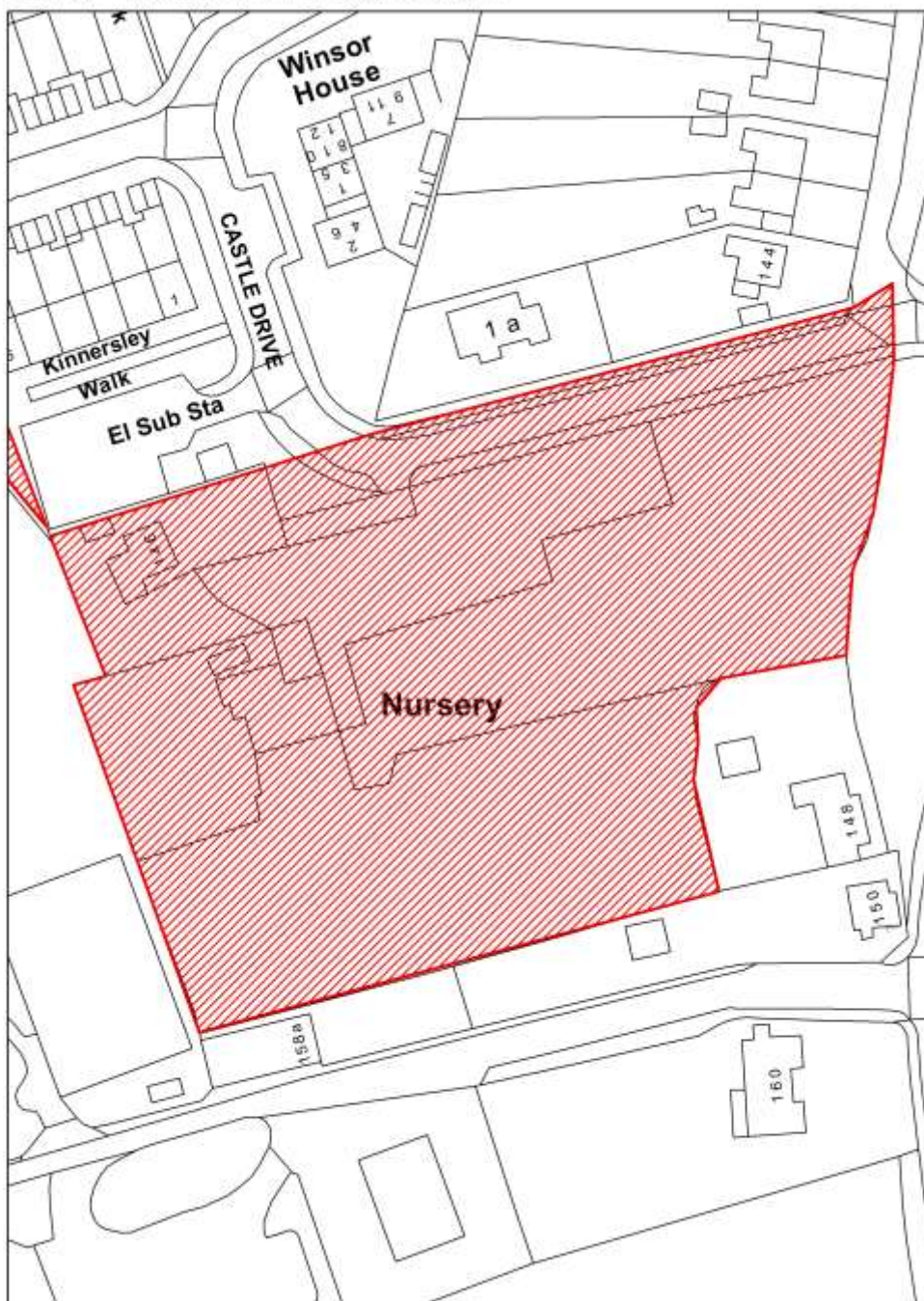
**Explanation:** This potential development site comprises an area of land on the southern edge of Woodhatch. The land at Castle Drive comprises a narrow triangle of amenity land to the rear of existing residential properties. The larger parcel of land to the west has been deemed unsuitable for development.

There are localised issues with surface water flooding on the northern site and a very small area is within Flood Zone 2.

There is scope for development to improve green infrastructure linkages with the surrounding countryside and formalise existing areas of amenity open space

**POLICY SSW7: Hartwood Nursery**

SSW7 - Hartwood Nursery, Reigate



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by reigate & Banstead Borough Council.

1:795

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total: 1 ha	<b>Existing/ Previous use:</b>	Nursery
<b>Source:</b>	HELAA Ref: SPW08	<b>Development Timeframes:</b>	See MLS1

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 25 new homes</li> </ul>
<b>Requirements</b>	<p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside reflecting the Earlswood to Redhill Common biodiversity opportunity area</li> <li>• Ensure an appropriate transition to adjoining countryside</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> <li>• Protection of existing trees and hedgerows, particularly fronting onto the A217</li> <li>• Design measures to protect the setting of adjoining listed buildings</li> <li>• Protect and respect the appearance of the common land verge</li> <li>• Full contamination survey and land remediation measures as appropriate</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• Improvement and extension of pedestrian and cycle facilities, including crossing points on Dovers Green Road</li> <li>• Local improvements to existing bus infrastructure/passenger facilities in and around Dovers Green Road</li> <li>• Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/Prices Road. Where necessary to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety, capacity and efficiency of this junction.</li> <li>• Appropriate on-site public open space and play facilities in line with policy OSR2- Open space in new developments</li> </ul>

**Explanation:** This potential development site comprises a small area of land on the southern edge of Woodhatch. Hartswood Nursery comprises an existing residential dwelling and area of adjoining land sometimes used for grazing. The Hartswood Nursery site fronts onto the A217, with a small common land verge in between and is adjacent to two Grade II listed buildings.

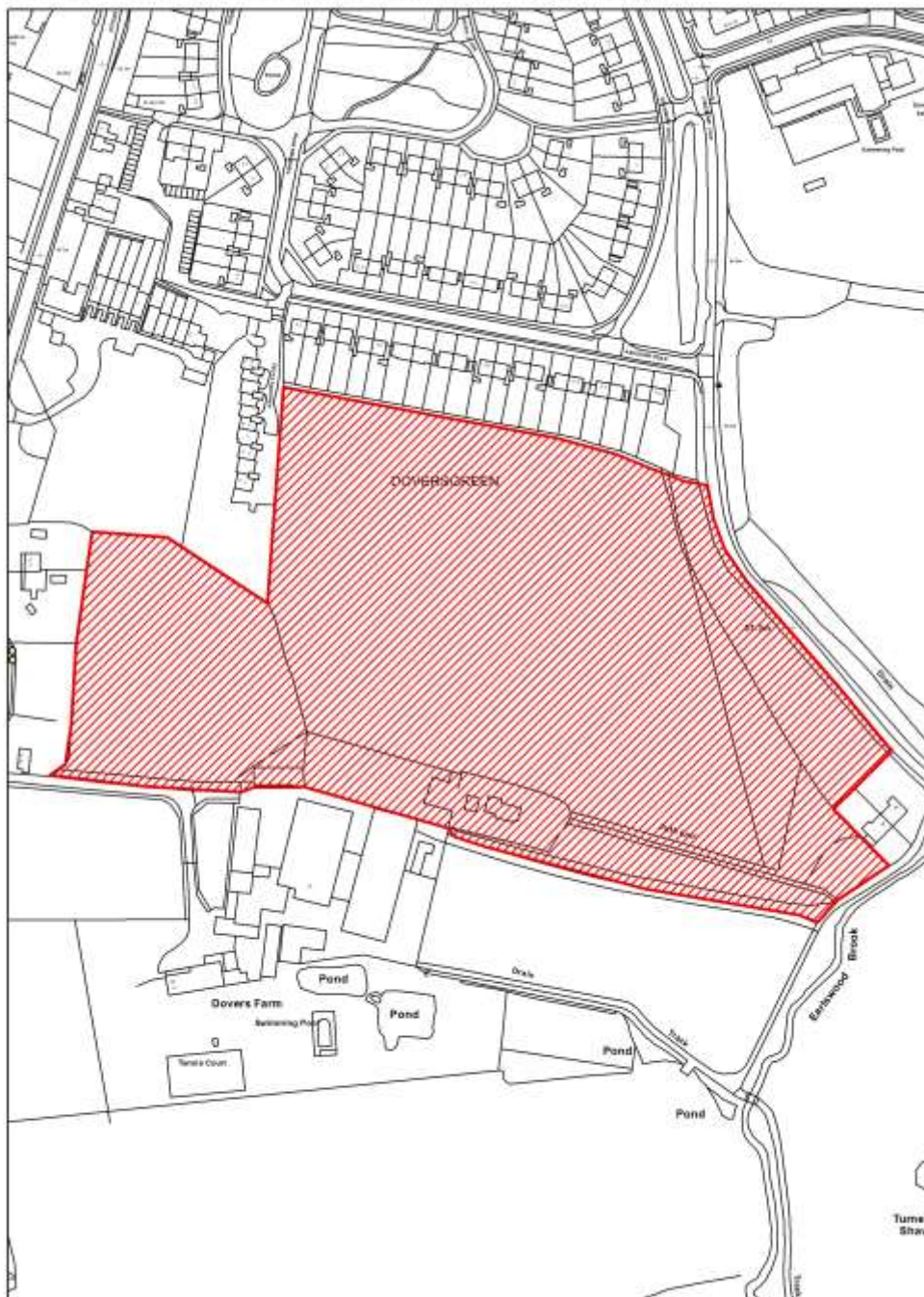
There is potential for localised issues with land contamination due to past use of the site. There is also the need to protect setting of listed buildings fronting onto Dovers Green Road.

Theme 3: Place Shaping
------------------------

There is scope for development to improve green infrastructure linkages with the surrounding countryside and formalise existing areas of amenity open space.

**POLICY SSW9: Land at Dovers Farm, Woodhatch, Reigate**

SSW9 - Land at Dovers Farm, Woodhatch, Reigate



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by reigate & Banstead Borough Council.

1:2,238

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total: 6.1 ha	<b>Existing/ Previous use:</b>	Fields
<b>Source:</b>	HELAA Ref:	<b>Development Timeframes:</b>	See MLS1

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 100 new homes, including up to 25 units of retirement accommodation for older people</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside and reflecting the Earlswood and Redhill Common biodiversity opportunity area and River Mole Biodiversity Opportunity Area</li> <li>• Ensure an appropriate transition to adjoining countryside, particularly to the south of the site</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> <li>• Layout to ensure no development on land within Flood Zones 2 and 3 and incorporate a buffer zone and improvements to the main river corridor and ditch network within the site</li> <li>• Design measures to protect the setting of adjoining listed buildings</li> <li>• Protect and respect the appearance of the common land verge</li> <li>• Protection of existing trees and hedgerows, in particular the area of woodland along Lonesome Lane should be retained</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• Local improvements to existing bus infrastructure/passenger facilities in and around Dovers Green Road</li> <li>• Improvement and extension of pedestrian and cycle facilities on Dovers Green Road and Lonesome Lane and upgrading of the existing bridleway (BW61) through the site</li> <li>• Safe highway access, including through improvements to the existing junction onto the A217</li> <li>• Improvements to the local highway network, including the Dovers Green Road/Sandcross Lane junction and Slipshatch Road/Sandcross Lane junction</li> <li>• Measures to manage the effects on nearby rural and residential roads from rat-running and re-routing</li> <li>• Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/Prices Road. Where necessary to contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety, capacity and efficiency of this junction</li> </ul>



## Theme 3: Place Shaping

- Appropriate on-site public open space and play facilities

**Explanation:** The Dovers Farm site is located on the southern edge of Woodhatch, adjacent to Ashdown Road. It is a short distance to the south of the Woodhatch local centre and close to Dovers Green School.

The site comprises an open arable field which is actively used for agriculture, along with a belt of woodland in the east. The land is bounded to the west and south by roads, including the A217. Further agricultural fields – and a small cluster of workshop/warehouse units – adjoin the site beyond to the south, with an area of public open space to the west.

## Section 3D: Area 3 – The Low Weald

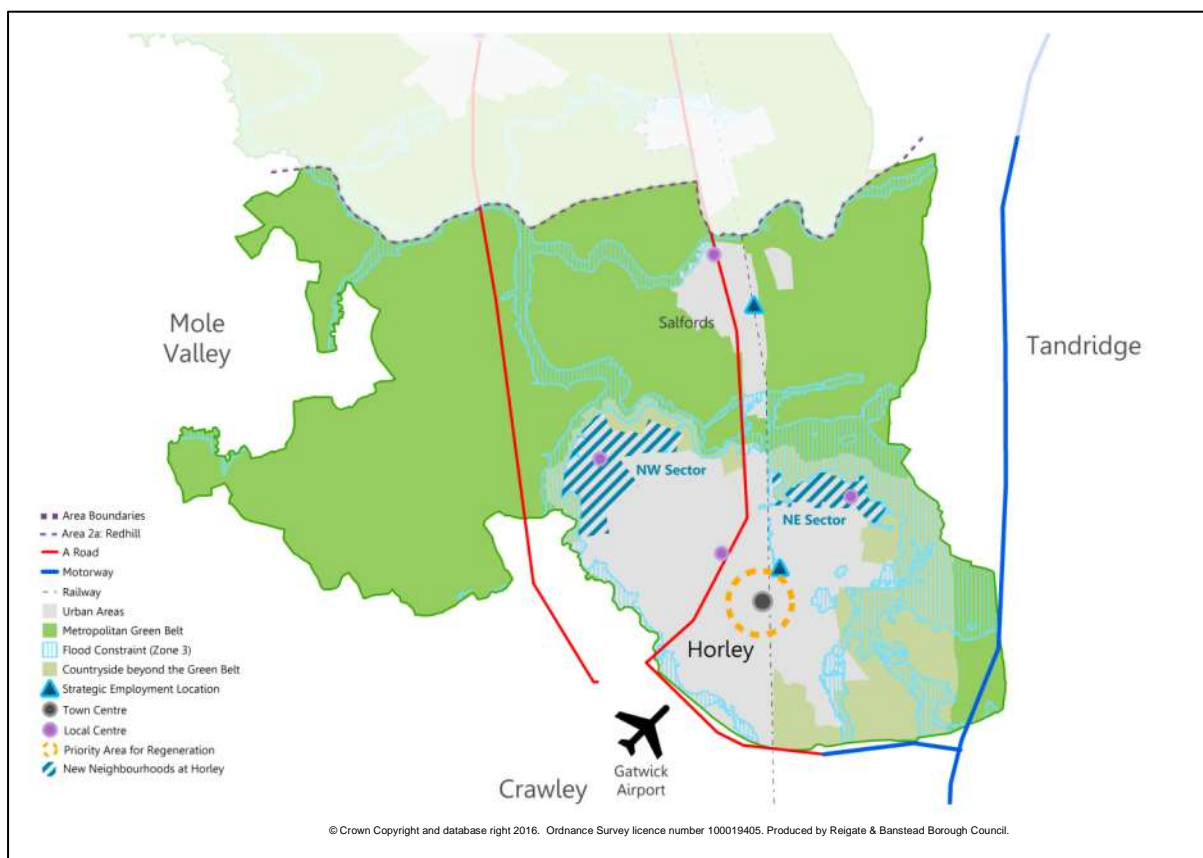


Figure 6: Area 3: The Low Weald

### What does the Core Strategy say?

The Core Strategy identifies Horley (the main town in Area 3) as a focus for moderate growth and improvements to the town centre.

It describes Horley in 2027 as having had its vitality and vibrancy restored, through regeneration in the town centre, and the completion of two new sustainable neighbourhoods.

Horley town centre is identified as performing a service and convenience role for its local area, with potential for regeneration to ensure that population growth in the town as a result of new development is supported by town centre service improvements.

The area around Horley is identified in the Core Strategy as a broad area of search for sustainable urban extensions, with capacity for up to 200 new homes.

### Core Strategy Policies

Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

## Theme 3: Place Shaping

<b>Core Strategy requirement</b>	
Housing	At least 2,440 new homes within the urban area
	Including
	1,570 at the North West Sector
	Up to 200 new homes in sustainable urban extensions around Horley
Employment <sup>14</sup>	Additional employment development predominantly through the reuse and intensification of existing employment land
	Approximately 24,000sqm
Retail <sup>15</sup>	Comparison: At least 3,870sqm in Horley Town Centre
	Convenience: At least 2,340sqm in Horley Town Centre
Infrastructure	Infrastructure provision associated with the development of the North East and North West Sectors

*Figure 7: Development in Area 3 (Core Strategy)*

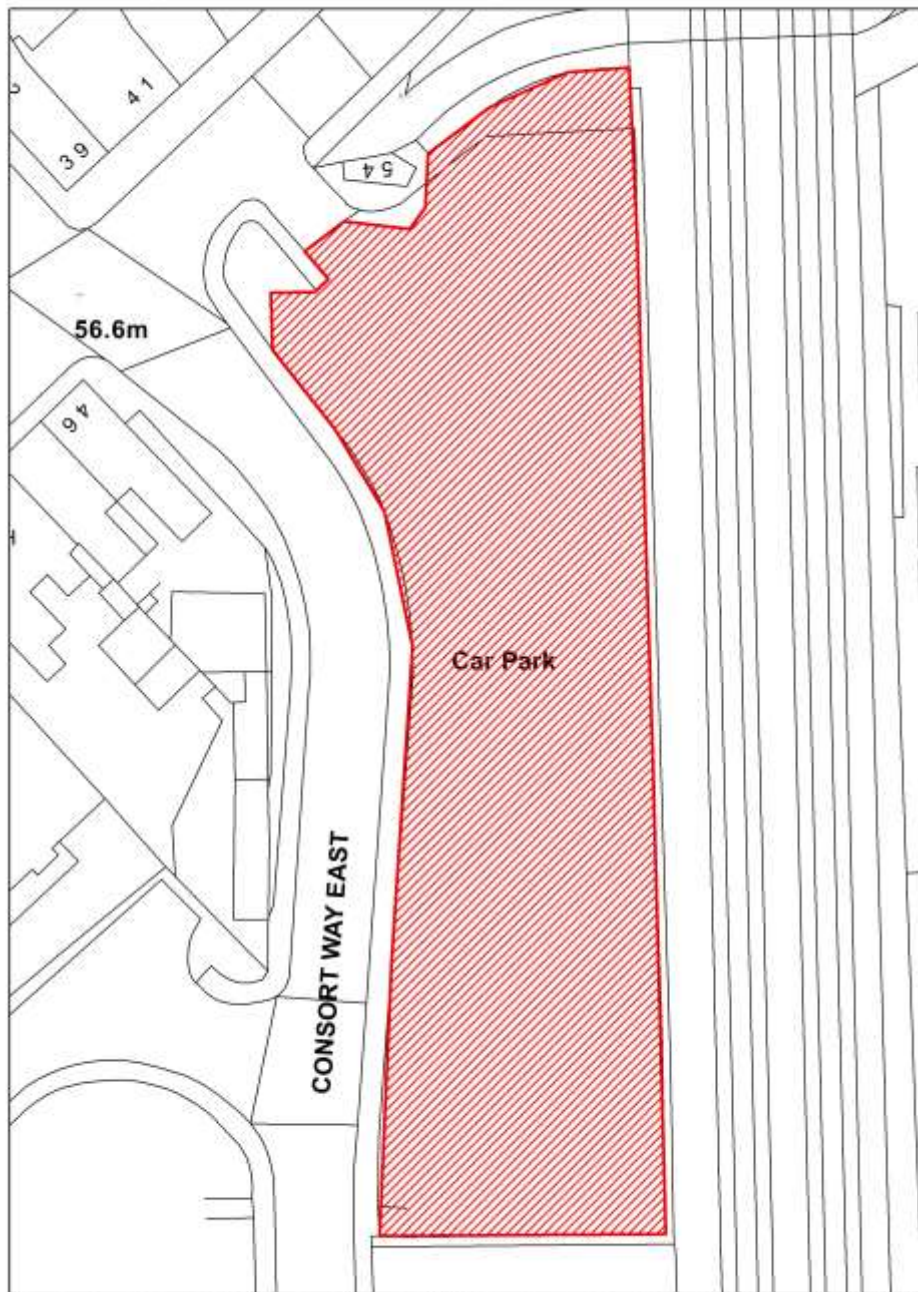
<sup>14</sup> Subject to regular monitoring of demand levels

<sup>15</sup> Subject to regular monitoring of demand levels

## AREA 3 (The Low Weald): Horley town centre site allocations

## POLICY HOR1: High Street Car Park, Horley RH6 7BN

HOR1 - High Street Car Park, Horley



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by regate &amp; Banstead Borough Council.

1:441

<b>Site allocation:</b>	Town centre site allocation		
<b>Site area:</b>	0.28ha	<b>Existing/ Previous use:</b>	Surface car park
<b>Source:</b>	HELAA Ref: HC02	<b>Development Timeframes:</b>	Short term (0 - 5 years)
<b>Allocation</b>	The site is allocated for :		

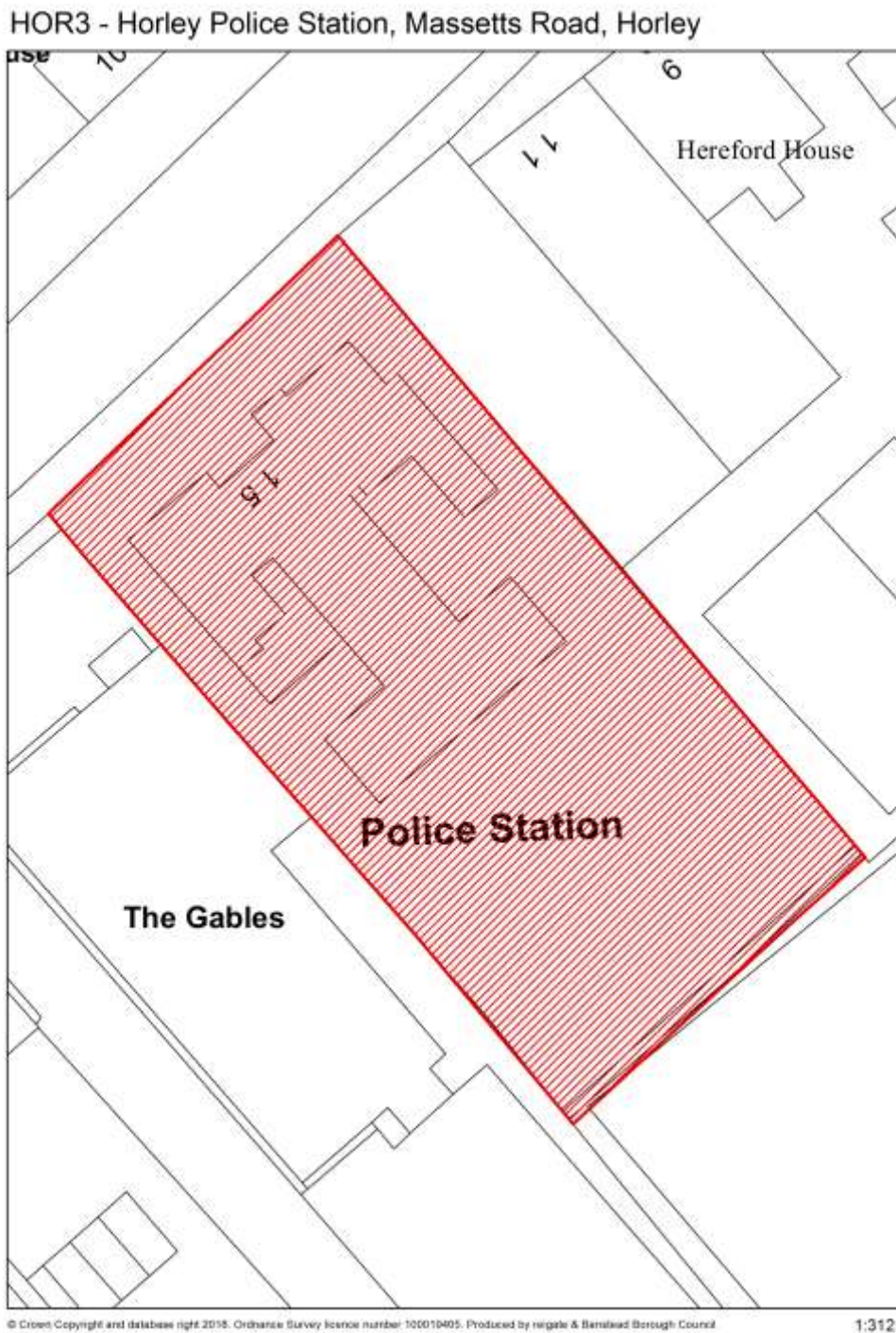
	<ul style="list-style-type: none"> <li>• <b>Retail/leisure:</b> up to 1,000sqm; and</li> <li>• <b>Residential:</b> approximately 40 new homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Active ground floor frontage onto High Street and Consort Way East</li> <li>• Provision of appropriate parking for proposed uses</li> <li>• Design to ensure satisfactory residential amenity due to proximity to railway line, including appropriate noise reduction measures</li> <li>• Design and layout sensitive to the setting of the adjoining Grade II listed building</li> <li>• Development proposals to consider town centre parking needs</li> <li>• Improvements to the existing subway adjacent to the site to provide a pedestrian and cycle link to Horley Station</li> </ul>

**Explanation:** This site is situated in a highly accessible location with very good access to public transport and is located within the proposed primary shopping area of Horley.

The site is located adjacent to a Grade II listed building and close to a number of locally listed buildings.

Proximity to the railway line may give rise to residential amenity issues which should be addressed in any scheme.

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



<b>Site allocation:</b>	Town centre site allocation		
<b>Site area:</b>	0.15ha	<b>Existing/ Previous use:</b>	Police station
<b>Source:</b>	HELAA Ref: HC16	<b>Development Timeframes:</b>	Short term (0 - 5 years)
<b>Allocation</b>	The site is allocated for :		

	<ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 20 new homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Design and layout sensitive to the setting of the adjoining locally listed building</li> <li>• Consideration of, and adequate provision for, residential parking needs</li> </ul>

**Explanation:** The site is located in an accessible location, within the proposed primary shopping area of Horley.

The site has been marketed for disposal in the recent past and is located adjacent to a locally listed building

**POLICY HOR5: Horley Library, Victoria Road, Horley RH6 7AG**

HOR5 - Horley Library, Victoria Road, Horley



© Crown Copyright and database right 2015. Ordnance Survey licence number 100010405. Produced by reigate & Banstead Borough Council 1:371

<b>Site allocation:</b>	Town centre site allocation		
<b>Site area:</b>	0.29ha	<b>Existing/ Previous use:</b>	Library and small car park
<b>Source:</b>	HELAA Ref: HC10	<b>Development Timeframes:</b>	Short term (0 - 5 years)



<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• Residential: Approximately 35 new homes</li> <li>• Community: Potential for community uses (e.g. healthcare) subject to demand</li> <li>• Parking: Retained or replacement parking provision to serve neighbouring community uses</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Safeguarding of existing parking provision for adjoining community uses, including adequate disabled parking</li> <li>• Retention or relocation of existing library</li> <li>• Consideration of, and adequate provision for, residential parking needs</li> <li>• Measures to address and attenuate surface water flooding risk</li> </ul>

**Explanation:** The site is located in a highly accessible location, within the proposed primary shopping area of Horley.

Redevelopment of the site is dependent upon adequate alternative provision for library facilities so would need to secure relocation of existing community use.

Land to the rear of the library partially at risk from surface water flooding which should be considered as part of any scheme.

**AREA 3 (The Low Weald):** Urban site allocations**POLICY HOR8: Former Chequers Hotel, Bonehurst Road, Horley RH6 8PH**

HOR8 - Former Chequers Hotel, Bonehurst Road, Horley



<b>Site allocation:</b>	Urban site allocation
-------------------------	-----------------------

<b>Site area:</b>	1.1ha	<b>Existing/ Previous use:</b>	Hotel (vacant)
-------------------	-------	------------------------------------	----------------

## Theme 3: Place Shaping

<b>Source:</b>	N/A	<b>Development Timeframes:</b>	Medium term (5 – 10 years)
<b>Allocation</b>	The site is allocated for :  <b>Residential:</b> Up to 45 residential units		
<b>Requirements</b>	The proposed layout must make provision for and allow for all of the following: <ul style="list-style-type: none"> <li>• Sensitive design to take account of locally listed building</li> <li>• Careful consideration of access, particularly given the proximity to the Chequers roundabout</li> <li>• Measures to address and attenuate surface water flooding risk</li> <li>• Consider reuse of locally listed building for community/A3/A4 use</li> </ul>		

**Explanation:** The site is located in an accessible location, with accessibility to local facilities and bus services.

Partially affected by surface water flooding risk, there are several locally listed buildings on site and there are protected trees on the road frontage with Horley Row

**POLICY HOR10: 59 – 61 BRIGHTON ROAD, HORLEY, RH6 7HJ**

HOR10 - 59-61 Brighton Road, Horley



© Crown Copyright and database right 2018. Ordnance Survey license number 100019405. Produced by regate & Banstead Borough Council

1:521

<b>Site allocation:</b>	Urban site allocation		
<b>Site area:</b>	1 ha	<b>Existing/ Previous use:</b>	Leisure facility
<b>Source:</b>	HELAA Ref:	<b>Development Timeframes:</b>	Medium term (5 – 10 years)

<b>Allocation</b>	The site is allocated for :  <b>Residential:</b> Up to 20 residential units
<b>Requirements</b>	The proposed layout must make provision for and allow for all of the following: <ul style="list-style-type: none"> <li>• Careful consideration of access, particularly given the proximity to the A23 cross roads</li> <li>• Measures to address and attenuate surface water flooding risk</li> </ul>

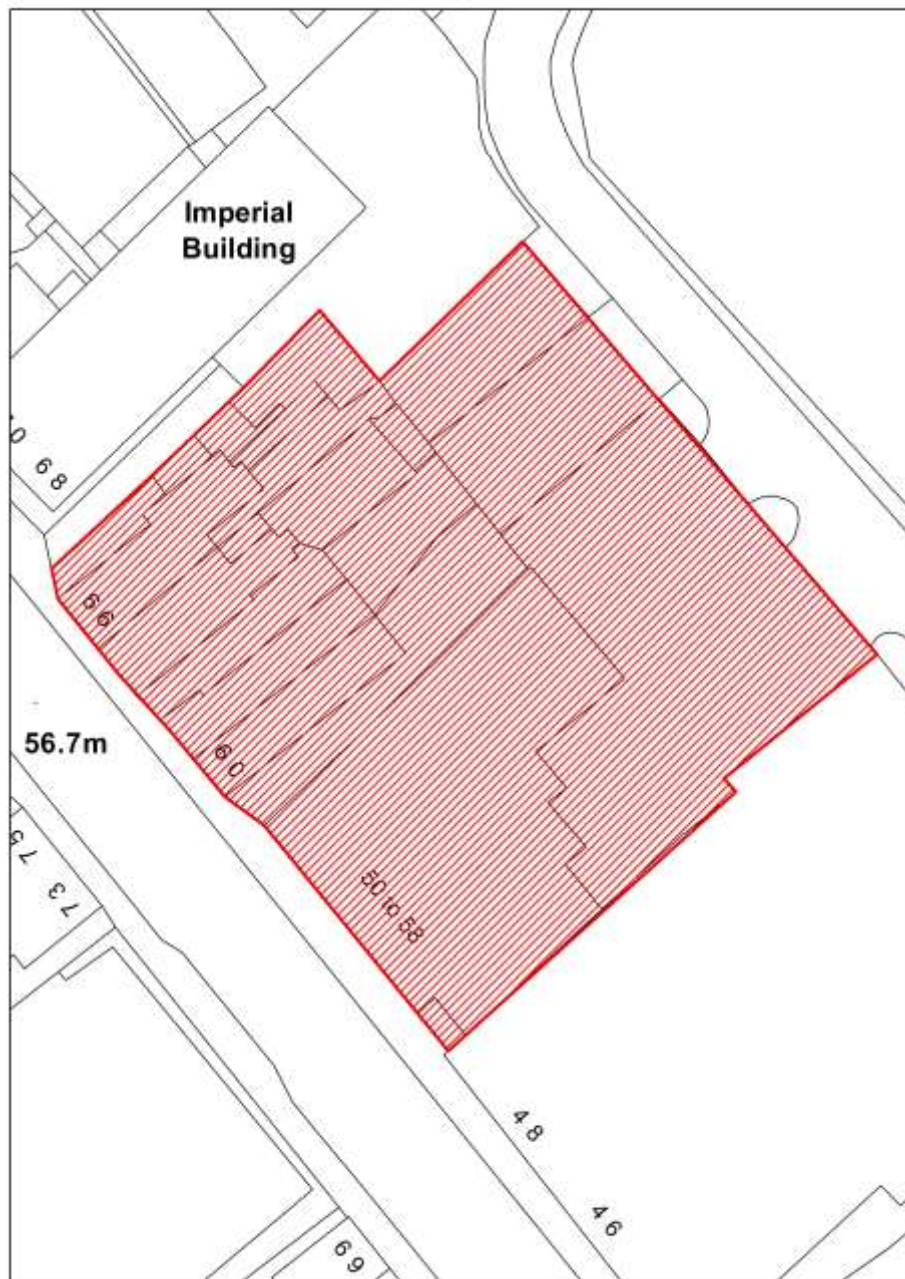
**Explanation:** The site is location in an accessible location close to local facilities.

The site is partially affected by surface water flooding risk and is located adjacent to busy cross roads, which would need to be taken into account in any scheme.

### AREA 3 (The Low Weald): Opportunity Sites

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

HOR6 - 50-66 Victoria Road, Horley



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by resgate & Benstead Borough Council.

1:388

<b>Site allocation:</b>	Opportunity Site		
<b>Site area:</b>	0.25ha	<b>Existing/ Previous use:</b>	Mixed retail/commercial units
<b>Source:</b>	N/A	<b>Development Timeframes:</b>	N/A

## Theme 3: Place Shaping

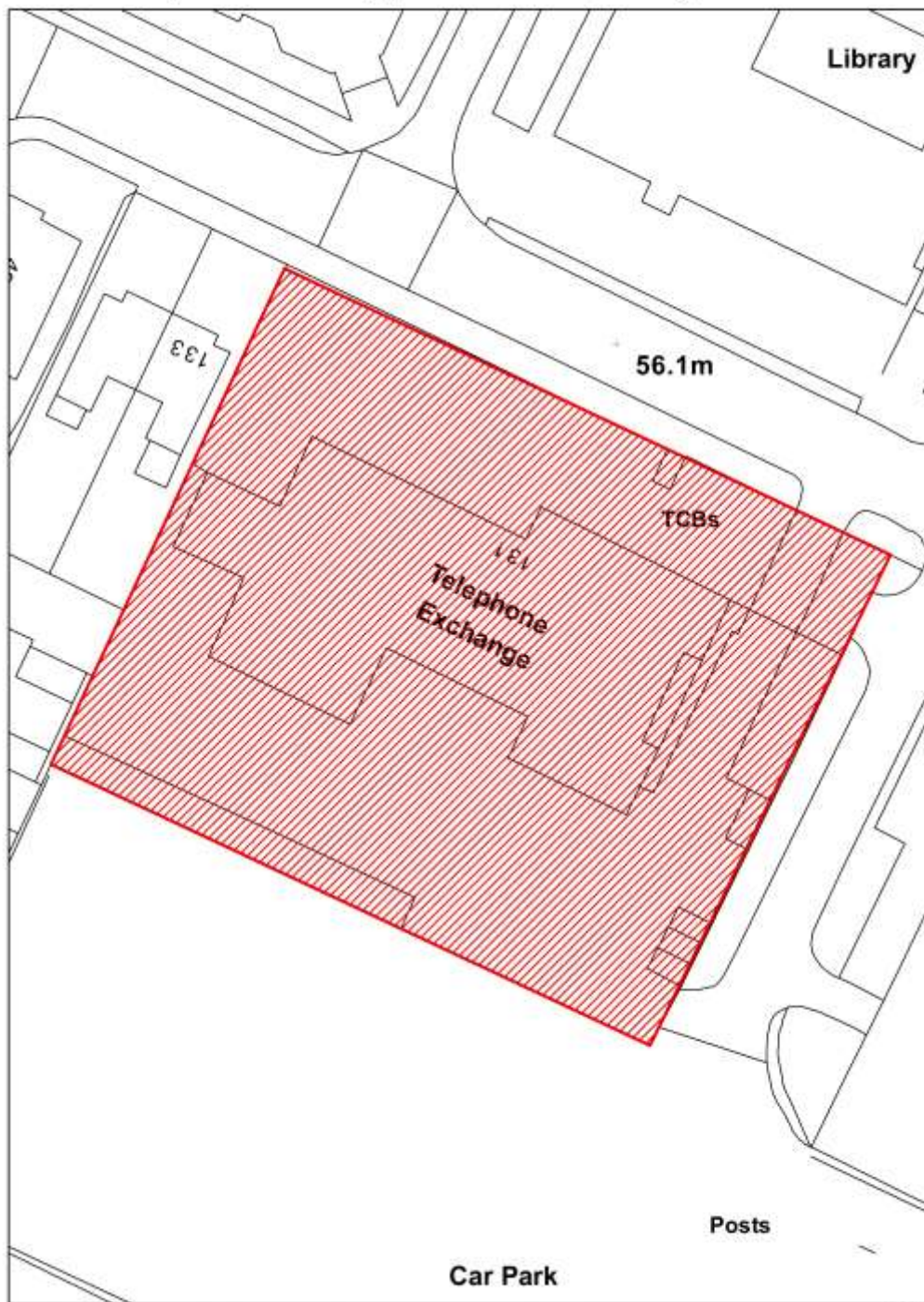
<b>Potential uses</b>	<p>The site is suggested for:</p> <ul style="list-style-type: none"> <li>• <b>Retail (comparison)/leisure:</b> approximately 1,500sqm (750sqm net); and</li> <li>• <b>Residential:</b> approximately 25 new homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Active ground floor frontage to ensure continuation of shopping area</li> <li>• Adequate access and servicing from Consort Way East</li> <li>• Consideration of, and adequate provision for, residential parking needs</li> </ul>

**Explanation:** The site located within a highly accessible location, within the proposed primary shopping area of Horley and close to the rail station.

The site provides the potential to continue regeneration of this part of town following developments such as Russell Square.

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

HOR7 - Telephone Exchange, Victoria Road, Horley



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019400. Produced by reigate & Banstead Borough Council

1:425

<b>Site allocation:</b>	Opportunity Site		
<b>Site area:</b>	0.30ha	<b>Existing/ Previous use:</b>	Telephone exchange
<b>Source:</b>	N/A	<b>Development Timeframes:</b>	N/A



## Theme 3: Place Shaping

Allocation	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• Residential: Approximately 30 new homes; and</li> <li>• Community: Potential for community uses (e.g. healthcare) or leisure uses subject to demand</li> </ul>
Requirements	<p>The proposed layout must make provision for and allow for all of the following:</p> <ul style="list-style-type: none"> <li>• Consideration of, and adequate provision for, residential parking needs</li> <li>• Measures to address and attenuate surface water flooding risk</li> </ul>

**Explanation:** Site is located in an accessible location, adjacent to proposed primary shopping area of Horley.

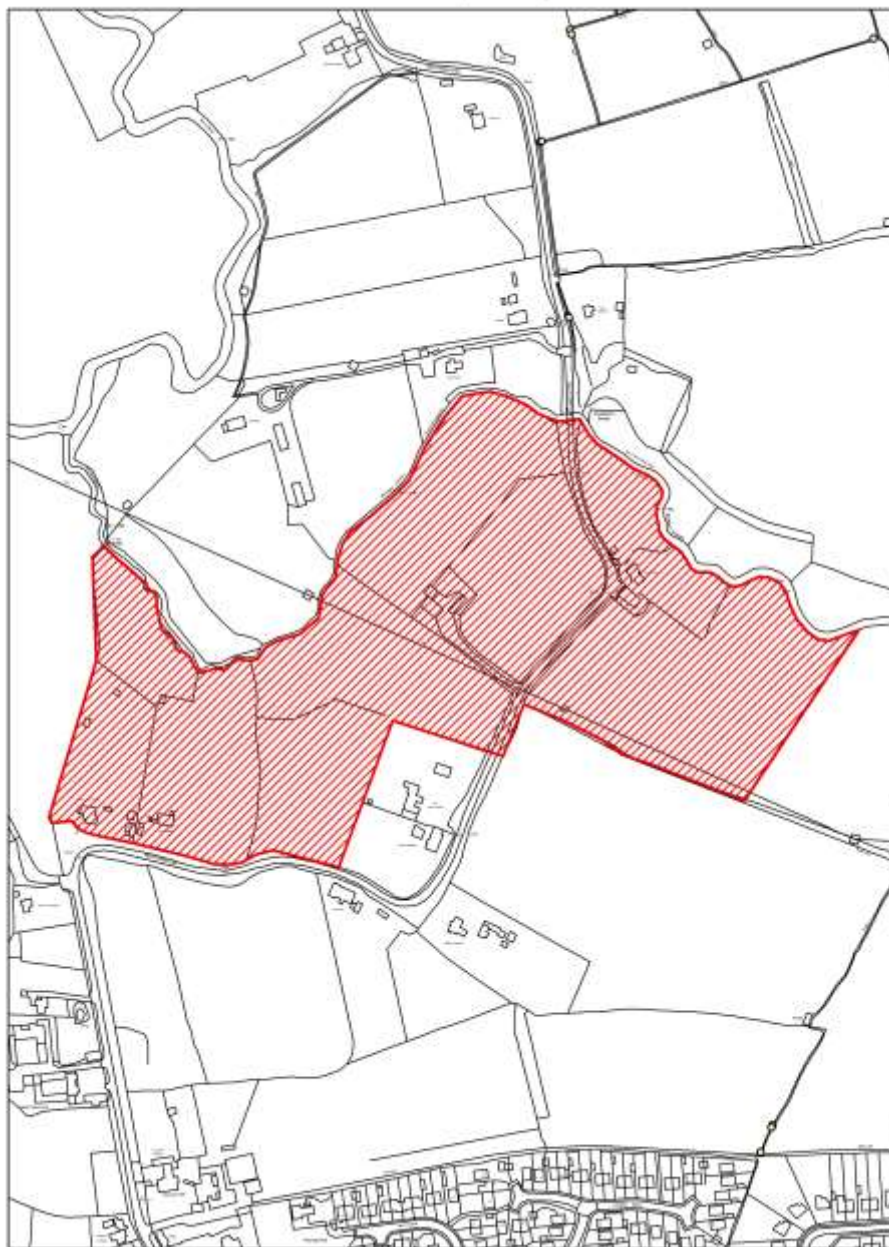
Availability has not been confirmed but development is likely to be dependent upon adequate alternative provision for existing operational uses.

The site is partially at risk from surface water flooding which would need to be considered as part of any scheme.

## AREA 3 (The Low Weald): Sustainable Urban Extensions

### POLICY NWH1: Land at Meath Green Lane, Horley

NWH1 - land at Meath Green Lane, Horley



© Crown Copyright and database right 2018. Ordnance Survey (source number: 100019405). Produced by regate & Barnstead Borough Council

1:3,323

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total – 9.9ha	<b>Existing/ Previous use:</b>	Includes residential dwellings with large curtilage, small agricultural holding and fields
<b>Source:</b>	HELAA Ref: HW06, HW07 &	<b>Development Timeframes:</b>	See MLS1

	HW43		
<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 75 new homes</li> <li>• <b>Open Space:</b> New public open space along the river corridor to link up the Riverside Green Chain</li> </ul>		
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside and reflecting the River Mole Biodiversity Opportunity Area</li> <li>• Layout to ensure no development on land within Flood Zones 2 and 3, with flood affected land safeguarded as public open space to link up the Riverside Green Chain and enable improvements to the Burstow Stream river corridor</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> <li>• Protection and enhancement of trees and hedgerow, particularly on boundaries</li> <li>• Protection and enhancement of the character and setting of existing listed buildings</li> <li>• Design to respect and enhance the semi-rural character of Meath Green Lane</li> <li>• Appropriate archaeological survey and measures to protect/record interest features as required</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• New public open space along the river corridor as a continuation of the Riverside Green Chain and appropriate play facilities</li> <li>• Upgrading of pedestrian/cycle routes, including FP410 which runs along the boundary of the site</li> <li>• Measures to ensure development has appropriate access to proposed North West Sector bus routes and links into pedestrian/cycle routes to the planned neighbourhood centre</li> <li>• Vehicular access should not be from Meath Green Lane, primary highway access is to be through the North West Sector access points/link roads to prevent rat running.</li> </ul>		

**Explanation:** The land at Meath Green Lane is on located on the northern edge of the Horley North West new neighbourhood which is currently under construction. The site adjoins the Horley North West development and proposed Riverside Green Chain.

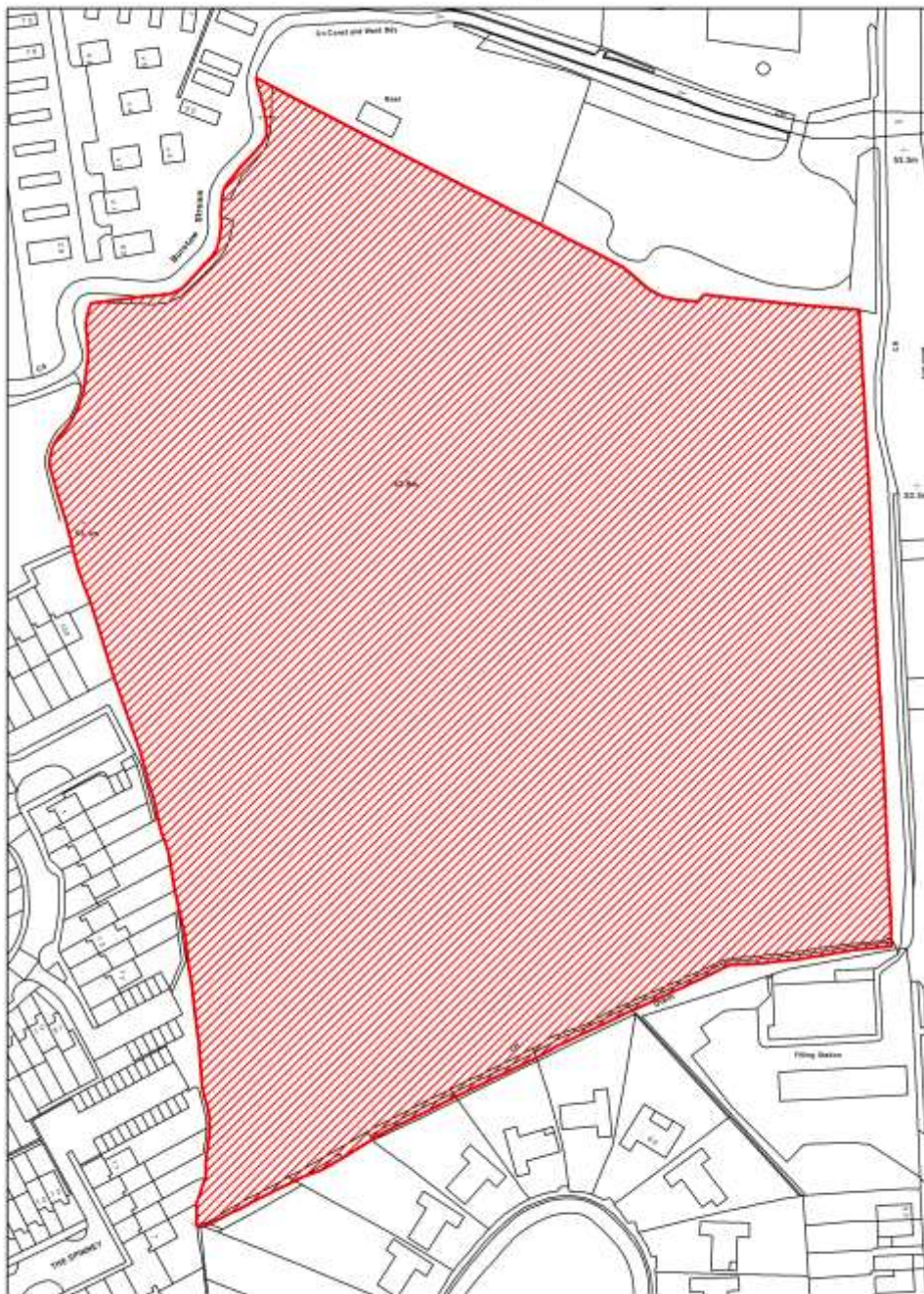
To the north, it is bounded by the Burstow Stream, with open countryside beyond. The Burstow Stream means the north of the site is partially affected by fluvial flood risk (Zones 2 and 3) and development will be required to be located outside of this. There are Grade II listed buildings and an area of archaeological potential located within the site as well.

There is a reliance on delivery of the North West Sector infrastructure for highway access and local facilities but does provide the potential to integrate development physically and functionally with the North West Sector.

There is also the opportunity to secure completion of the publicly accessible Riverside Green Chain to the north of Horley.

**POLICY NWH2: Land at Bonehurst Road, Horley**

NWH2 - Land at Bonehurst Road, Horley



© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by ragdale & Barnstead Borough Council 1:1,349

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total: 5.09 ha	<b>Existing/ Previous use:</b>	open land used informally for access to the countryside and amenity
<b>Source:</b>	HELAA Ref: SS02	<b>Development Timeframes:</b>	See MLS1

## Theme 3: Place Shaping

<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 40 new homes</li> <li>• <b>Open Space:</b> New public open space along the river corridor to link up the Riverside Green Chain</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside and reflecting the River Mole Biodiversity Opportunity Area</li> <li>• Layout to ensure no development on land within Flood Zones 2 and 3, with flood affected land safeguarded as public open space to link up the Riverside Green Chain, enhancements to the river corridor and to incorporate additional flood storage to reduce downstream flood risk/highway flooding</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs</li> <li>• Protection and enhancement of trees, particularly those which are protected and/or on the site boundaries</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• New public open space, including along the river corridor as a continuation of the Riverside Green Chain</li> <li>• Upgrading of pedestrian/cycle routes, including FP409 which runs through the site</li> <li>• Safe highway access onto the A23 Bonehurst Road</li> <li>• Additional flood storage measures to reduce downstream flood risk and manage highway flooding</li> </ul>

**Explanation:** The land at Bonehurst Road is on located on the northern edge of Horley. The site comprises an area of open land which is used informally for access to the countryside and amenity. The site is adjacent to the A23 to the east and largely enveloped within existing residential neighbourhoods to the west, south and east.

To the north, the site is bounded by the Burstow Stream. The Burstow Stream means the north of the site is partially affected by fluvial flood risk (Zones 2 and 3) and development will be required to be located outside of this.

Theme 3: Place Shaping
------------------------

The development of this would result in the loss of land used informally for public access to countryside and amenity but the development would be required to provide public open space as part of the new development. There are also electricity pylons which traverse the north of the site, however these are within the land at risk of flooding where development would not be appropriate.

This site provides the opportunity to secure completion of the publicly accessible Riverside Green Chain to the north of Horley

The site also has the potential to incorporate flood measures which would reduce flood risk in the vicinity and along the A23.

**POLICY SEH4: Land off The Close and Haroldsea Drive, Horley****SEH4 - Land off The Close and Haroldsea Drive, Horley**

© Crown Copyright and database right 2018. Ordnance Survey licence number 100019405. Produced by reigate & Banstead Borough Council.

1:1,155

<b>Site allocation:</b>	Sustainable Urban Extension		
<b>Site area:</b>	Total: 2.4 ha	<b>Existing/ Previous use:</b>	Small equestrian centre and an existing residential dwelling within a substantial plot.
<b>Source:</b>	HELAA Ref: US05 and US07	<b>Development Timeframes:</b>	See MLS1



<b>Allocation</b>	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• <b>Residential:</b> Approximately 40 new homes</li> </ul>
<b>Requirements</b>	<p>The proposed layout must make provision for and allow for all of the following:</p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> <li>• Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside</li> <li>• Measures to manage and reduce surface water run-off including a comprehensive system of SUDs and protection of the ditch network within the site</li> <li>• Protection and enhancement of existing trees and hedgerows, particularly on site boundaries</li> <li>• A full noise assessment and implementation of measures to protect future residential amenity as required</li> <li>• Design measures to protect and enhance the setting of adjoining listed buildings</li> </ul> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• Upgrading of highway access via The Close, including appropriate improvements to the junction with Balcombe Road</li> <li>• Improvement and extension of pedestrian footways on The Close and links to pedestrian/cycle facilities to Horley town centre</li> <li>• Local improvements to existing bus infrastructure/passenger facilities on Balcombe Road</li> </ul>

**Explanation:** The land off The Close and Haroldslea Drive lies on the south eastern edge of the town of Horley. An existing residential cul de sac and new housing development at Inholms adjoin the potential site to the west. Extensive open countryside bounds the site to east.

The site provides a good opportunity to reuse existing previously developed land on parts of the site.

Access to the main road network via The Close is constrained and listed buildings adjoin the site to the north. In addition, land immediately to the south is within the Borough Local Plan Gatwick Open Setting and the Gatwick 57dB LEQ noise contour.

## Strategic Employment Provision

### Context

There is increasing pressure on existing employment land provision in the borough from alternative uses. Recent changes to permitted development rights introduced by central government are resulting in a loss of employment sites to residential uses, at a time when the economy is growing, but still fragile from the recent economic downturn. The NPPF highlights the importance of planning to support existing business sectors and identifying and planning for new or emerging sectors that are likely to locate in the area. In addition it is increasingly clear that some nearby authorities may not be able to fully meet their own employment needs. Gaps in the range, type and quality of business premises currently available in the borough and across the wider Gatwick Diamond area to serve business needs have been identified through both the Coast to Capital Strategic Economic Plan 2014 and evidence [commissioned by the Council](#).

The principle of larger 'strategic' employment developments has been identified in previous studies about the wider Gatwick Diamond area within which the borough sits, including in the Gatwick Diamond Initiative LDF Group Study 2008 and the [Gatwick Diamond Futures Plan 2008](#).

The potential for strategic employment developments has also been recognised by the Coast to Capital Local Enterprise Partnership, with the 'heart of the Diamond' being identified as a strategic growth location that should be a focal point for future inward investment and growth.

### Core Strategy

The Core Strategy envisages that the majority of employment provision in the borough will be made through the reuse and intensification of existing employment land, however national policy changes discussed above – in particular the recent permanent extension of office to residential permitted development rights – mean that this is likely to be challenging.

Whilst the Core Strategy does not explicitly plan for greenfield employment provision, it recognises that unanticipated strategic proposals may come forward. Core Strategy Policy CS5 includes a criterion to ensure that "new employment development outside [existing employment areas] reflects wider policy priorities and is located in accordance with sustainability principles".

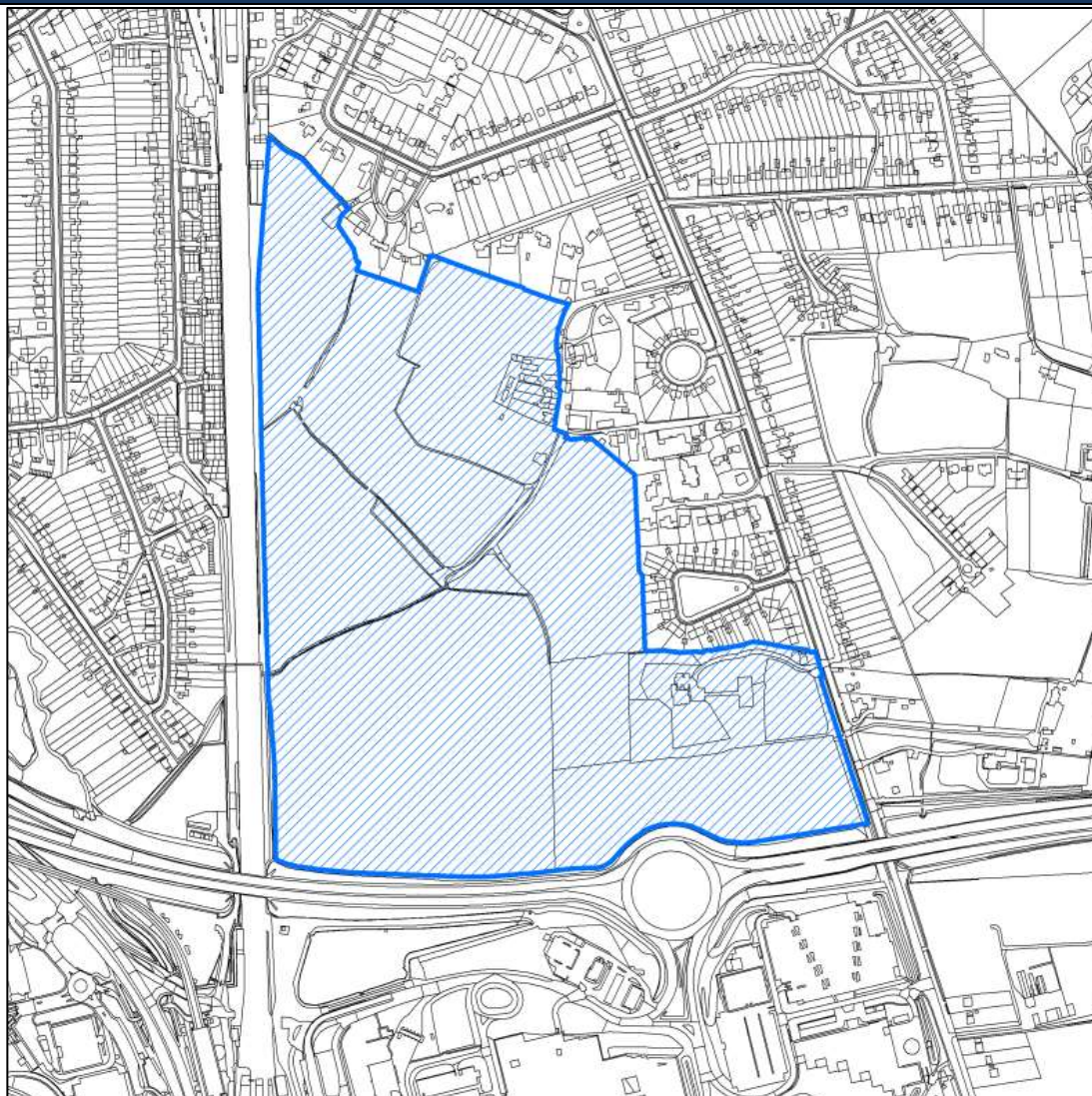
Following additional studies of employment land and need it is clear that there is great potential for increased provision for "strategic employment" floorspace i.e. floorspace that is suitable for larger businesses or collections of businesses, or which is aligned to the needs of growth or strategically important business sectors.

### Horley Strategic Business Park

Land west of Balcombe Road, Horley adjacent to the M23 spur road to Gatwick Airport, which previously was identified as part of the Rural Surrounds of Horley in the Borough Local Plan provides a singular opportunity to address this need but requires sensitive consideration of environmental and other factors such as traffic to ensure that the development of this site achieves its full sub-regional potential whilst respecting other longstanding planning policy objectives and to meet the planning constraints as identified in the policy. No alternative sites have been identified within the borough that have the potential to deliver strategic employment floorspace in a highly desirable and accessible location within the short to medium term.

The planning of a successful office-led strategic business park of this scale will require careful attention to key components as set out in the following policy.

## POLICY HOR9 – HORLEY STRATEGIC BUSINESS PARK



<b>Site allocation</b>	Strategic Employment Site		
<b>Site area:</b>	83 ha	<b>Existing/ Previous use:</b>	Fields
<b>Source:</b>	N/A	<b>Development Timeframes:</b>	See below
Allocation	<p>The site is allocated for :</p> <ul style="list-style-type: none"> <li>• A mix of business space for strategic employment purposes and suitable for a range of occupiers within Class B1 uses</li> <li>• A complementary range of commercial, retail and leisure facilities to serve and facilitate the main business use of the site</li> <li>• At least 5 ha of new high quality public open space, including parkland and outdoor sports facilities</li> </ul>		
Requirements	Development will be subject to the following requirements :		

#### Movement and Accessibility:

- A. Demonstrate through a Transport Assessment and Transport Statement that there will be no severe residual impact on the Local and Strategic road network, taking into account the impact of committed developments in the borough and surrounding areas including West Sussex and any viable mitigation;
- B. A new dedicated, direct access onto the strategic road network (M23 spur);
- C. A secondary access from Balcombe road, to be limited to public transport and emergency services use.
- D. Measures and improvements to manage the impact of additional traffic on surrounding local roads;;
- E. Provision of appropriate levels of on-site parking and a comprehensive travel plan;
- F. Improvements to public transport facilities – including existing bus infrastructure/passenger facilities and measures to maximise the accessibility of routes/services to future occupiers - in and around the site
- G. Upgrading and extension of pedestrian/cycle routes from the Business Park to Horley town centre and Gatwick Airport station;

#### Drainage

- H. Layout to ensure no built development on land within Flood Zone 2, and incorporate a buffer zone and improvements to the ditch network within the site;
- I. Inclusion of flood mitigation and attenuation measures as appropriate. These measures should ensure no increase in the risk of flooding to the site and nearby properties and should seek opportunities to reduce both the cause and impact of existing flooding. Opportunities to reduce cause and impact of flooding should be explored;
- J. Measures to manage and reduce surface water run-off including a comprehensive system of SUDs

#### Design

- K. Design and layout to achieve an appropriate transition to, and relationship with, neighbouring residential and countryside areas, including through appropriate height, massing and siting of buildings and suitable consideration of shared boundaries to include measures to reinforce existing tree and hedgerow screening;
- L. Inclusion of an appropriate landscape buffer, and public open space, to reinforce the distinctive identity of Horley and its separation from Gatwick Airport (and Crawley) and the wider countryside setting to the east of the site;
- M. Buildings to be of an exemplar standard of design to reflect the

	<p>strategic business park concept including sufficient flexibility and adaptability in building parameters and to provide adaptability to cater for a range of micro businesses, expanding and established businesses and major occupiers and to be complemented by high quality public realm;</p> <p>N. Protection and enhancement of existing trees and hedgerows where possible and enhancement of green/blue infrastructure on site, and reflecting the River Mole Biodiversity Opportunity Area</p> <p>O. Height and design of buildings, lighting and other design aspects to be consistent with the operational standards of Gatwick Airport and to respect aerodrome safeguarding requirements;</p> <p>P. As the site is within the 57dB LEQ airport noise contour, design must ensure an appropriate interior environment for users.</p> <p>Q. Provide measures to minimise the impact of lighting upon neighbouring residential and adjoining countryside areas which are intrinsically dark to avoid light pollution to the night sky</p> <p>R. Mitigate noise intrusion from activities on the site to adjacent residential and open areas</p> <p>Uses</p> <p>The predominant use of the site be for B1a purposes with limited B1b, B1c and non B Class uses</p> <p>Complementary uses could include on-site catering, limited retail provision, gym, crèche and medical services and similar provision but not at a scale likely to significant trade from the wider area or to detract from the prime focus of the site as a Strategic Business Park</p> <p>An economic impact assessment must demonstrate that there would be no significant adverse impact on nearby town centres, in particular Horley and Crawley Town Centre.</p> <p>Delivery</p> <p>Planning conditions and obligations to control delivery of the development the use of the site and appropriate off-site considerations will be required, including for infrastructure, open space and social commitments. These will include:</p> <p>S. Requirement for ongoing economic impacts testing</p> <p>T. Use of local labour, local supply chain procurement and similar skills/capacity support (in conjunction with local education and training providers)</p> <p>U. Measures to encourage use of transport to provide non-car alternatives to facilitate accessibility not reliant on the use of private cars</p> <p>V. Provision and delivery of the public open space area</p> <p>The development of the site will be in accordance with an agreed master plan in line with the above requirements. The master plan will be submitted</p>
--	--

	<p>to assist the consideration of subsequent planning application (s) and must include details on phasing, programming of infrastructure and details on quantum of development and appropriate uses.</p> <p>To assist with the proper planning and on-going functioning of the site Supplementary Planning Guidance will be provided</p>
--	--

### Explanation:

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

### Key Considerations:

- In the northern part of the site some areas are at risk of flooding (Zone 2). The southern/central part of the site is reserved for public open space provision in the Borough Local Plan 2005
- In the southern part of the site the land falls within the Gatwick Open Setting designation in the Borough Local Plan 2005 and is affected by 57dB LEQ airport noise contour.
- The site was previously identified as part of the rural surrounds of Horley and making a contribution to open setting of Gatwick airport and there continues to be a well-established need to reflect consistency with the policies of adjacent local authorities to preserve the distinctiveness, setting and individual character of Horley, Gatwick Airport and Crawley.

### Site Context:

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

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

### Evidence Base

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

- A highly visible centre for business and innovation in the local area;
- Specialised modern property and facilities for businesses; and

Theme 3: Place Shaping
------------------------

- The creation of flexible space to support new businesses to start and grow-on within the same facility.

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

- It will be a key challenge for the Gatwick Diamond sub-region to be able to accommodate business expansion and relocation moving forward
- Demand for a strategic business site is likely to be driven by occupiers seeking a highly accessible location
- A mixed employment area is considered to have greatest potential to meet current identified needs; as would an office/business park; however, the latter has higher risks in terms of market demand/occupation
- Reigate & Banstead is well placed to capture strategic employment needs
- Land within the south of Reigate & Banstead provides a relatively unconstrained opportunity to accommodate a strategic employment site. The south of Horley is an optimal location from the perspective of connectivity.
- 20-30ha of land is likely to be required to provide sufficient “critical mass” for an office/business park, 40-50ha would be required for a mixed employment area

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

Fit with critical success factors:

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

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

- Up to 200,000sqm of B1 floorspace, predominantly focusing on B1(a), B1(b) and B1(c) including floorspace for new incubator/start-up units/Small Medium Enterprise;



Theme 3: Place Shaping
------------------------

- Up to 10,500 sqm of community facilities, including A1 (predominantly convenience shops); A3 (Food and Drink); D1 (Children's Nursery) and/or D2 (Gymnasium)

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

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

- on-site catering;
- limited retail provision (predominantly convenience);
- Gym;
- Crèche; and
- Medical services and local pharmacy.

### **Delivery**

The timing of delivery (possibly to continue beyond this plan period) and the need to ensure that there is a high level of overall quality in terms of the design and performance of the site as whole requires a clear set of design principles and codes be created. This will allow effective control of the overall development over time and ensure future phases (which may be at the end or beyond the current plan period) can be controlled and permitted swiftly. This will also ensure that the impact on the surrounding area is properly managed and minimised, whilst allowing flexibility for future market changes. This will be delivered through a supplementary planning document to facilitate the masterplanning and subsequent stages in the achievement of the objectives and development of the site and to ensure wider public engagement in the detailed planning of this important site..

The economic impacts identified in the Chilmark study are based on a notional scheme and include some assumptions made about floorspace mix, etc. Further work on scheme design will need to identify detailed floorspace mix, taking into account economic impact and economic circumstances. This means that the final scheme may vary from the indicative maximum floorspace levels stated above. Therefore, there will be a need to ensure ongoing economic effects modelling and impact testing as the proposed scheme is implemented and constructed. Ongoing economic impacts testing will therefore need to be incorporated into any future S106 planning obligation for the potential Strategic Employment Site's development.

Theme 3: Place Shaping
------------------------

Given the large scale and strategic nature of this site, ongoing dialogue with strategic partners, including cross boundary cooperation, will be important to achieve the good planning, delivery and success of the Business Park in economic, transport, social and environmental terms.

## Section 4: Infrastructure to support growth

### What does the Core Strategy say?

#### The Core Strategy Vision:

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

#### The Core Strategy Objectives:

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

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

#### Core Strategy Policies

- *Policy CS12: Infrastructure Delivery*

### What does the DMP do?

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

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

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

### Context

#### Core Strategy

Policy CS12: The Council will secure contributions from new development towards the infrastructure required to meet the needs created by the new development, [and] require infrastructure to be provided either ahead of, or alongside, the delivery of new development....

## Policy Approach: INF1 - INFRASTRUCTURE

### Policy INF1: Infrastructure

The Council will require timely provision of infrastructure to support a particular development and / or to mitigate any negative impacts that would otherwise result from the development.

1. Where infrastructure to support a development cannot be provided, and, taking into account the existing capacity of infrastructure, negative impacts cannot be mitigated, development will be required to be phased to reflect infrastructure delivery. Without this planning permission will be refused.
2. Infrastructure may be secured by planning conditions and obligations, and highway agreements, and may be funded by obligations and agreements for site-specific infrastructure, and from the Community Infrastructure Levy for infrastructure needed because of the cumulative impact of developments. ,
3. Applications which the Council considers likely to impact on the local utilities network must provide evidence to demonstrate that the impact would not be unacceptable, including with regard to gas and electricity supply and distribution, broadband infrastructure, water supply pressure, waste-water treatment capacity, and the risk of sewer flooding.
4. The key infrastructure on which the delivery of the Plan depends is set out in the Infrastructure Schedule at [Annex 6](#). Planning applications and infrastructure providers should have regard to this Schedule, or any updates in the latest Infrastructure Delivery Plan.

### **Explanation:**

The term “Infrastructure” refers to the physical facilities and services needed for the borough and its communities to function successfully. These include:

- roads and public transport facilities and services,
- utilities such as power and water supplies and distribution networks,
- waste-water treatment infrastructure,
- waste management facilities,
- flood defences,
- emergency services facilities such as fire stations
- schools, early years and college education facilities,
- health facilities,
- sports and recreation facilities,
- community and cultural facilities,
- leisure centres and green open spaces.

Maintenance of adequate infrastructure and expansion to meet future needs is generally the responsibility of the relevant infrastructure provider. Both private and public infrastructure providers work to statutory requirements and have short-term planning cycles and asset management plans.

The timely delivery of infrastructure necessary to support new development is important in ensuring that housing and economic development is sustainable. Securing provision of new and improved infrastructure when needed will minimise any potential negative impacts of new development on the borough and its residents and businesses.

Planned infrastructure upgrades and improvements as well as those needed to support the amount and location of development planned for are set out in the supporting Infrastructure Delivery Plan (IDP). This will be updated as needed, to reflect infrastructure providers' latest plans.

Most of the planned development in the borough set out in the Core Strategy and Development Management Plan is fairly small-scale, and the impacts on infrastructure are therefore cumulative. Most developments are required to contribute to the cost of upgrading and providing new infrastructure through payment of the Community Infrastructure Levy. Developments which would have specific identifiable impacts may be subject to individual infrastructure requirements through planning conditions and / or obligations.

The larger site allocations include the key infrastructure requirements to support development of those sites. Some of these also include land allocated for infrastructure such as new schools and healthcare facilities.

In order to protect water and environmental quality, in areas of constrained capacity and / or when proposing major developments, applicants may be required to demonstrate that the development would not result in an increased risk of sewer flooding. Planning applications may be required to include a drainage strategy.

Where there may be a risk of sewer flooding, potential mitigation should be discussed with the water and / or waste-water treatment provider, and would need to be secured as part of any planning permission. Drainage for proposed developments will be required to maintain separate foul and surface water flows.

To ensure that the planned development can be delivered, we have considered the impact of the plan policies and required supporting infrastructure on the viability of developments expected over the plan period. Should an applicant demonstrate that having taken into account these costs in the price paid for the site or site option a proposed development would not be viable given unexpected higher than anticipated development costs, negotiation of other policy requirements will be considered.

## Section 5: Managing land supply

### What does the Core Strategy say?

The Council is planning for the provision of a total of at least 6,900 homes over the plan period...equivalent to an annual average provision of 460 homes per year.

Our spatial strategy is based on an 'urban areas first' approach. This reflects national policy guidance and the constrained nature of the borough. Housing provision will be focussed within the existing urban area, in particular to deliver the priorities for regeneration and growth identified in policy CS6. Although other unanticipated urban opportunities may come forward, current housing land supply evidence indicates that it will not be possible to accommodate the total level of planned growth within the existing urban area. Broad areas of search for sustainable urban extensions to accommodate the additional housing required to deliver the housing target have therefore been identified.

The release of sites for sustainable urban extensions will be triggered if the Council is unable to demonstrate a five year land supply.

#### The Core Strategy Objectives:

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

SO2: To enable required development to be prioritised within sustainable location within the existing built up area...whilst also catering for local housing needs.

#### Core Strategy Policies

- *Policy CS6:* Allocation of land for development
- *Policy CS13:* Housing delivery

### What does the DMP do?

The DMP will set out how land for sustainable urban extensions will be released, including the phasing and ordering of individual sites, taking account of site specific factors.

#### Core Strategy

*Policy CS16:* (4) Sites for sustainable urban extensions within the broad areas of search set out in policy CS6 will be released when such action is necessary to maintain a five year supply of specific deliverable sites (based on the residual annual housing requirement).

*Para 7.4.7:* The DMP will take account of site specific factors in allocating and phasing sustainable urban extension sites for development.

## Policy: MLS1 – PHASING OF URBAN EXTENSION SITES

The Core Strategy sets out a strategy to meet the borough's identified housing target. The Housing trajectory (Appendix XX) demonstrates how this can be achieved to ensure continuity throughout the plan period. The Housing Monitor shows that housing delivery has responded so far to meet the key indicator of five years supply of specific deliverable sites and it is important that this level of delivery is maintained to assist in the achievement of sustainable development.

The Core Strategy recognises that Sustainable urban extensions will be needed as part of the housing delivery strategy to support delivery of the borough's housing requirement as set out in Core Strategy Policy CS13. Sites will therefore be released in line with the below phasing policy. The 5 year housing supply will be reviewed and updated annually through the Council's Housing Monitor.

### Phasing Policy:

1. The release of urban extensions for development will be determined through the Council's annual monitoring process.
2. Where a five year supply shortfall is identified through this process, the Council will release, for development, sites:
  - a. with sufficient capacity to address the identified five year supply shortfall plus a margin of 5%
  - b. in the following order:
    - i. SEH4 and NWH2
    - ii. NWH1(subject to access through the North West sector)
    - iii. ERM1 - Hillsbrow
    - iv. SSW6 - Land west of Castle Drive
    - v. SSW7 - Hartswood Nursery
    - vi. ERM5 - Oakley Farm
    - vii. ERM4 - Land south of Bletchingley Road
    - viii. SSW2 - Land at Sandcross Lane
    - ix. SSW9 - Dovers Farm
    - x. ERM2/3 -Copyhold
  - c. Which adhere to all other relevant policies
3. Planning permission will not be granted for any proposals which would prejudice or compromise the long-term comprehensive development of an urban extension allocation.
4. Planning permission will only be granted for the development of an urban extension site where this is not in accordance with the phasing in (2), where:
  - a) Evidence demonstrates that higher priority sites are not deliverable within a timescale which would address the five year supply shortfall; and

- b) It can be demonstrated that any site-specific constraints or infrastructure requirements associated with the site can be adequately addressed prior to, or in the early stages of, development
5. The Council will encourage Developers to enter into a Planning Performance Agreement

**Explanation:** Core Strategy CS13 sets out the housing delivery strategy and identifies that sites for sustainable urban extensions within the broad areas of search set out in policy CS6 will be released when such action is necessary to maintain a five year supply of specific deliverable sites. The policy also notes that the phasing of sustainable urban extension sites will be set out in the DMP and will take account of strategic infrastructure requirements.

CS6 identifies that the Council will allocate land beyond the current urban area for sustainable urban extensions, based on an assessment of the potential. Part 3 sets out a hierarchy within the following broad areas of search (in order of priority):

- a. Countryside beyond the Green Belt adjoining the urban area of Horley
- b. East of Redhill and East of Merstham
- c. South and South West of Reigate.

The DMP has prioritised urban extension allocations based on their relative sustainability, relative contribution to Green Belt purposes, and any site specific constraints or infrastructure requirements.

The sustainability assessment of each of the specific urban extensions sites, through the DMP stage, has provided further understanding of the merits of each of the sites. This subsequent approach to phasing of sites has been informed by the site specific sustainability appraisal. This is a refinement of Core Strategy Policy CS6 and so will supersede Part 3 of that policy.

Where sites are comparable in sustainability terms, the contribution to the purposes and integrity of the green belt has been used to further inform the release of the sites. This is explained in more detail in the Phasing evidence paper.

The only site on which delivery is reliant on a specific timescale is ERM2/3 Copyhold which is dependent on the closure of the landfill site in order to ensure the landfill sites operation is not compromised. Otherwise, sites would be released in the order identified above.

In the event that the Council's Housing Monitor identifies that the Council does not have a five year supply of housing, the Housing Monitor will also identify which allocated urban extension sites will be released for development.



This will be based on the prioritisation within the DMP and the size of the five year land supply deficit. Only those sites necessary to cover the shortfall in five year supply would be released at any one time.

### Proposed Policy Approach: MLS2– SAFEGUARDING LAND FOR DEVELOPMENT BEYOND THE PLAN PERIOD

#### Core Strategy

*Policy CS3:* Land may also be safeguarded through the DMP in order to provide options to meet development needs beyond the plan period. Safeguarded land will only be allocated through a subsequent local plan review and will be subject to Green Belt policy until such time.

#### Policy MLS2:

- 1) Safeguarded Land is not allocated for development during this plan period
- 2) Until a review of the Local Plan is completed, Safeguarded Land will be treated in policy terms as though it were Green Belt and policies relating to development in the Green Belt will apply.
- 3) Any development which would prejudice the future comprehensive development of Safeguarded Land will not be permitted.
- 4) Existing recreational provision will be protected in the plan period and in the event of future allocations.
- 5) The following site is identified as Safeguarded Land on the Policies Map:
  - SAS1 - Redhill Aerodrome
- 6) In the event that the identified safeguarded land is demonstrated (as a result of further detailed testing as part of work to prepare a future local plan) to not be sustainable or developable then the exceptional circumstances may exist to re-designate this land as Green Belt through that future Local Plan.

**Explanation:** National Planning Policy Framework states that Local Planning Authorities should, where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt in order to meet longer-term development needs stretching well beyond the period of the Local Plan (2027). This is in order to avoid the need for amendment to the Green Belt boundary at the end of the Local Plan period.

Policy CS3 of the Core Strategy identifies that land may be safeguarded through the DMP in order to provide options to meet development needs beyond the plan period. The policy also identifies that safeguarded land will only be allocated through a subsequent local plan review and will be subject to Green Belt policy until such time.

For the purposes of ensuring that Green Belt boundaries will not need to be altered at the end of this plan period, it is assumed that current rates of development will continue beyond the plan period. The Safeguarded Land identified in this policy would meet development needs of around 5 years post 2027, assuming the level of housing growth currently planned for continues. This assumption has been informed by the housing trajectory which identifies a reduction in the supply of urban area sites which indicates that sustainable urban extensions are likely to be required in this plan period.

Safeguarded Land is not allocated for development at the present time and policies relating to development in the Green Belt will apply.

Planning permission for the permanent development of 'safeguarded land' will only be granted following a Local Plan review which proposes the development. Any such review will need to take account of the development needs arising at that time and the availability of other sources of land available at that point.

Should it be demonstrated, as a result of further detailed testing as part of a future Local Plan review, that an area of safeguarded land is not sustainable, deliverable or developable then the exceptional circumstances may exist for the site to be returned to Green Belt. With regard to Redhill Aerodrome, this could be if the required access, or support from Tandridge District Council, is not secured.

## Annex 1: Glossary

Acronym/ Term	Full name	Definition
AH	Affordable Housing	Includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.
AAP	Area Action Plan	A planning policy document which focuses on a specific area, often dealing with change or conservation.
AGLV	Area of Great Landscape Value	Area designated by Surrey County Council as being of high visual quality worthy of protection.
AONB	Area of Outstanding Natural Beauty	Area of national importance for their landscape character and appearance, within which the conservation and enhancement of their natural beauty is a priority. Part of the Surrey Hills Area of Outstanding Natural Beauty is located in Reigate & Banstead.
AMR	Authority's Monitoring Report	The Council's annual monitor of the effectiveness of planning policies and proposals.
AW	Ancient Woodland	Sites which have been wooded since at least 1600, recognised as being of high nature conservation value. They may be semi-natural or replanted.
BLP	Borough Local Plan (2005)	The current adopted plan for Reigate & Banstead; which is part of the statutory Development Plan and guides the determination of planning applications. The Borough Local Plan will be replaced by the Core Strategy, Development Management Policies document, Redhill Town Centre Area Action Plan and other planning policy documents as appropriate. See also 'Saved policies'
BOA	Biodiversity Opportunity Area	Regionally-identified priority areas where there is the opportunity for restoration and creation of important habitats.
C2C	Coast to Capital Local Enterprise Partnership	See also 'LEP'. Reigate and Banstead is located centrally in the Coast to Capital Local Enterprise Partnership, which extends from Croydon to the South Coast.
CA	Conservation Area	Area designated by the Council as being of special architectural or historic interest, the character of which it is desirable to project and enhance.
	Community Facilities	Facilities or services for the community including local shops, meeting places, sports venues, cultural buildings, public houses and places of worship (list is not exhaustive)
CIL	Community Infrastructure Levy	A levy on development that local authorities can charge on new developments to help fund the infrastructure needed to support growth. The

## Annexes

		Community Infrastructure Levy will replace Section 106 as the main way of securing developer contributions.
	Comparison retail	The selling of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
	Convenience retail	The selling of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
	Corporate Plan	Sets out the Borough Council's priorities over the next 4-5 years and how they are going to be achieved.
DMP	Development Management Plan	Planning policy document being prepared by the Council, which will set out policies to guide the determination of planning applications, and allocated sites for development.
DPD	Development Plan Document	Local Development Documents which have Development Plan status in the determination of planning applications. They are subject to independent examination. See also LDD.
GDI	Gatwick Diamond Initiative	Business led private/public sector economic partnership, including Reigate & Banstead Borough Council, established with the aim of improving the economic performance of the sub-region with Gatwick Airport at its heart.
Gatwick Diamond LSS	Gatwick Diamond Local Strategic Statement	A joint statement which sets out the strategic direction for the Gatwick Diamond and establishes a framework for cooperation between local authorities on planning and development issues.
GB	Green Belt	Metropolitan Green Belt, the fundamental aim of which is to prevent urban sprawl by keeping land permanently open.
GI	Green/blueInfrastructure	A multi-functional network of open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside, which supports natural and ecological processes and is integral to the health and quality of life of communities.
	Greenfield land	Land which is currently undeveloped and has not been previously developed.
HPG	Historic Parks & Gardens	A park or garden of historic interest. Graded I (highest quality), II* or II. These are designated by English Heritage.
HRA	Habitats Regulations Assessment	A precautionary assessment of the potential effects of a proposed plan or project - 'in combination' with other plans and projects - on one or more sites of European nature conservation importance (for example, Special Areas of Conservation). The 'appropriate assessment' forms part of the Habitats Regulations Assessment, and considers the implications of a proposal on the European site(s). Plans or projects can only be agreed if they will not affect the integrity of European site(s).

## Annexes

	Infill Development	New development on vacant or undeveloped land within an existing community, usually bounded by other types of development.
IDP	Infrastructure Delivery Plan	Sets out the infrastructure needed to support the delivery of the Core Strategy, as well as costs, phasing, funding sources and responsibilities for delivery.
	Locality	The immediate vicinity and the broad locality within which a site is situated
LCAP	Local Community Action Plan	Part of the Council's community liaison work, setting out local community's aspirations to guide future policy.
LDD	Local Development Documents	Documents that together make up the Local Development Framework. There are different types of Local Development Documents, including Development Plan Documents, Area Action Plans, Supplementary Planning Documents, the Local Development Scheme, and the Statement of Community Involvement.
LDF	Local Development Framework	The range of Local Development Documents, which will together form the framework to guide development in the borough.
LDS	Local Development Scheme	A three-year project plan setting out the programme for production of Local Development Documents.
LEP	Local Enterprise Partnership	Sub-regional partnerships between local authorities and businesses formed to determine local economic priorities and undertake activities to drive economic growth and the creation of local jobs. Reigate and Banstead is located in the Coast to Capital Local Enterprise Partnership.
LNR	Local Nature Reserve	Non statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.
LTP	Local Transport Plan	A statutory plan prepared by Surrey County Council setting out the authority's strategy, implementation plan and targets for improving transport in Surrey.
	Main town centres uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
	Micro-generation	Small-scale renewable energy systems - including solar, air source, ground source and biomass energy - which generate heat and electric power
	Monitoring framework	Sets out a series of indicators which provide the basis for monitoring the Core Strategy. Performance against indicators will be published in the Annual Monitoring Report.

## Annexes

	Neighbourhood planning	Neighbourhood planning has been introduced to enable communities to have more of a say on the future of the places where they live and work. Neighbourhood plans must be in line with local and national policies but can provide more detailed information about the type, design and location of new development
NPPF	National Planning Policy Framework	A single document setting out streamlined national planning policy and guidance, which will replace Planning Policy Statements, Guidance notes and some Government circulars.
	Permeable	The extent to which urban forms permit movement of people and/or vehicles, including the directness of links and the density of connections in a transport network.
PD	Permitted Development	Changes of use and minor alterations that can be implemented without the need to submit a full planning application.
PDL	Previously developed land	Often referred to as 'brownfield land'. Land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. Definition excludes land in built-up areas such as private residential gardens, parks, recreation grounds and allotments.
RASCs	Residential Area of Special Characteristic	These are residential areas which retain a special character of substantial dwellings in spacious grounds.
RIGS	Regionally Important Geological Sites	A non-statutory regionally important geological or geomorphological site
SA	Sustainability Appraisal	A mandatory requirement designed to ensure that the likely social, environmental and economic impacts of planning policies and proposals are assessed and considered by decision-makers.
SAC	Special Area of Conservation	A site of European importance for nature conservation, classified under the EU Habitats Directive. Part of the Mole Gap to Reigate Escarpment Special Area of Conservation is within Reigate & Banstead. See also HRA.
SAM	Scheduled Ancient Monument	Buildings or earthworks above or below ground whose preservation is of national importance because of their historic, architectural, traditional, or archaeological interest.
	Saved policies	Policies from the Borough Local Plan which have been formally saved to ensure a clear policy framework to guide development remains in place until the Core Strategy and other Development Plan Documents are adopted.
SCC	Surrey County Council	Provides a wide range of services, including responsibilities for minerals and waste planning and transport planning.
SCI	Statement of Community Involvement	Sets out who, how and when the Council involve people in the preparation of planning policy documents and in the consideration of planning

## Annexes

		applications.
SEA	Strategic Environmental Assessment	A statutory requirement, governed by European legislation, to ensure that environmental considerations are integrated into the preparation of plans and programmes. Included as part of the Sustainability Appraisal process.
S106	Section 106	A legal agreement between a planning authority and landowner associated with the grant of planning permission, to secure measures to make a development acceptable. Frequently used to secure the provision of services and infrastructure.
SFRA	Strategic Flood Risk Assessment	Part of the evidence base. Used to inform decisions on the location of development and policies for flood risk management.
SHLAA	Strategic Housing Land Availability Assessment	Part of the evidence base; assesses land availability and the likely level of housing that can be provided on identified land. Also identifies physical and sustainability constraints and actions to overcome these.
SHMA	Strategic Housing Market Assessment	Part of the evidence base; estimates housing need and demand, considers future trends and identifies the accommodation requirements of particular groups.
SNCI	Site of Nature Conservation Importance	Areas which are of county or regional wildlife value on account of their flora and fauna.
SPD	Supplementary Planning Document	A document that expands on an adopted policy to provide further guidance or technical information.
SSSI	Site of Special Scientific Interest	Areas notified by Natural England as being areas of special interest for their plants, animals, geological and physiological features.
	Strategic Business Park	A regionally significant well planned integrated employment area including floor space that is suitable for larger businesses or collections of businesses, or which is aligned to the needs of growth or strategically important business sectors, to be supported by appropriate supplementary facilities such as a gym, crèche and medical services in a well-designed and landscaped setting and containing exemplar architecture supported by sustainable transport provision.
SUE	Sustainable Urban Extension	Development (largely housing) located beyond, but adjacent to the existing urban area.
	Surrey Connects	The economic partnership for Surrey.
	Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
TPO	Tree Preservation Order	An order made in accordance with legislation to preserve trees of high amenity value and prevent felling or pruning without consent.

UOS	Urban Open Space	Open space in the urban area which contributes to the quality of life and visual amenity of the area. This designation continues the Urban Open Land designation from the 2005 Borough Local Plan. It should be considered analogous to the concept of Local Green Space as set out in the NPPF paragraphs 76-77
	Use Classes	<p><b>A1 Shops</b> - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.</p> <p><b>A2 Financial and professional services</b> - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as “sui generis” uses (see below).</p> <p><b>A3 Restaurants and cafés</b> - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.</p> <p><b>A4 Drinking establishments</b> - Public houses, wine bars or other drinking establishments (but not night clubs).</p> <p><b>A5 Hot food takeaways</b> - For the sale of hot food for consumption off the premises.</p> <p><b>B1 Business</b> - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.</p> <p><b>B2 General industrial</b> - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).</p> <p><b>B8 Storage or distribution</b> - This class includes open air storage.</p> <p><b>C1 Hotels</b> - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).</p> <p><b>C2 Residential institutions</b> - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.</p> <p><b>C2A Secure Residential Institution</b> - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.</p> <p><b>C3 Dwelling houses</b> - this class is formed of 3 parts:</p> <ul style="list-style-type: none"> <li>○ C3(a) covers use by a single person or a family (a couple whether married or not, a</li> </ul>



		<p>person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.</p> <ul style="list-style-type: none"> <li>○ C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.</li> <li>○ C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.</li> </ul> <p><b>C4 Houses in multiple occupation</b> - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.</p> <p><b>D1 Non-residential institutions</b> - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.</p> <p><b>D2 Assembly and leisure</b> - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).</p> <p><b>Sui Generis</b> - Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, laundrettes, taxi businesses, amusement centres and casinos</p>
	Washed over settlements	Settlements that are included in the Green Belt



**Annex 2: Saved policies**

[to be completed]

### Annex 3: Marketing requirements:

These marketing requirements apply to:

- EMP4
- RET2
- RET3
- RET4
- DES8
- NHE5

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

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

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

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

- Contact information posted in a prominent location on site, in the form of an advertising board for the duration of the marketing period.
- Property and marketing information posted on the internet in popular areas such as commercial property selling/letting websites.
- Any other suitable method of advertisement such as posting in the local newspaper (optional if website marketing is comprehensive).
- Advertisements should include basic information such as site location, size in sq. ft or sq.m, site description, lawful land use of the property, property type, specifications and costs (including rent per sq. ft, service charge per sq. ft, and any other charges).
- Registration of property with at least one reputable commercial property agents
- Property details / particulars available to enquirers on request.
- Property marketed for the appropriate use or uses as defined by the relevant planning policy.
- Property marketed at a reasonable price in relation to use, condition, quality and location.

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

- details of how the site was marketed, including copies of all sales literature, brochures, website/internet marketing, newspaper adverts and signed and dated photos of signboards;
- details of any particulars sent, including who they were sent to and when
- The terms of sale and/or lease (i.e. any ties on the freehold and leasehold options or restrictive covenants)
- the number and details of enquiries received and when they were received;
- the number and date of viewings;

- the number, type, proposed uses and value of offers received and when they were received;
- reasons for refusal of any offer received, and/or reasons why any offers fell through;
- the asking price and/or rent that the site or property has been offered at, including a professional valuation from at least three agents to confirm that this is reasonable;
- the length of marketing period (at least six months continuous marketing), including dates, and
- the length of the vacancy period
- If it is the case that the existing tenant of the site intended to move out, evidence that efforts were made to retain tenants/occupiers within the scheme, as well as reasons why the existing tenant moved out.

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

Normally properties should be marketed for a period of at least six months. However in some cases it may be more appropriate to consider a longer marketing period particularly where the use is important to the local community. There may also be circumstances where a shorter marketing period may be acceptable if appropriate justification can be provided. To support any request for a reduced period of marketing, local vacancy rates and agent's reports as to market conditions should be provided.

It is proposed that the grant of planning permission for a change of use or redevelopment to a use not specified in RET2, 3, or 4 will only be considered if sufficient evidence is provided of how the property has been marketed for sale and/or let which demonstrates that the desired use cannot be secured at this site.

## Annex 4: Parking standards

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

### Size requirements

#### Car parking

- *Off-street parking space:*
  - The minimum dimension of an off-street car parking space is 2.4 metres by 4.8 metres.
  - Where the space is entered from the side, the minimum dimension is 2.4 metres by 6 metres
- *Garages:*
  - Where garages and car ports are intended to be counted towards parking provision, the minimum internal dimensions must be 3.5 metres wide by 6 metres long.
  - Where garages or car ports are proposed, they will only count as a parking space(s) if they meet the minimum size requirements.
  - Where garages are intended to count toward parking provision, conditions will be applied prohibiting them from being converted to habitable accommodation.

#### Lorry parking

- A lorry space should be 15 metres wide by 3.5 metres long.

### Residential standards

For residential developments the parking standards are a minimum parking standards. The standards take account of Surrey County Council standards but have been updated to reflect the local context of Reigate & Banstead borough. The standards are provided as a guide and they may be varied at the discretion of the Council to take into account specific local circumstances.

	High Accessibility	Medium Accessibility	Low Accessibility
1 bed flats	1 space per unit	1 space per unit	1 space per unit
2 bed flats	1 space per unit	1 space per unit	2 spaces per unit
3 bed flats	1 space per unit	1.5 space per unit	2 spaces per unit
4+ bed flats	1.5 space per unit	2 spaces per unit	2 spaces per unit
1 bed houses	1 space per unit	1 spaces per unit	2 spaces per unit
2 bed houses	1 space per unit	1 spaces per unit	2 spaces per unit
3 bed houses	1 space per unit	2 spaces per unit	2 spaces per unit
4+ bed houses	2 spaces per unit	2 spaces per unit	2.5 spaces per unit

#### Notes:

- The term 'house' covers houses and bungalows, the term 'flat' covers a flat, maisonette or apartment.
- Developments may use entirely allocated parking, entirely unallocated parking, or a mixture of the two to meet the minimum standards.

## Annexes

- Developments are encouraged to include some unallocated parking, especially in areas of higher accessibility.
- If the number of unallocated spaces is less than 50% of the total number of spaces, add 0.2 unallocated spaces per housing unit to account for visitor parking.
- Unallocated parking should only be available for residents of the development and their visitors, not for general use.
- Final calculations should always be rounded upwards to the nearest full parking space.
- A lower amount of parking may be required in areas within or close to town centres.
- Garages will only be counted as car parking spaces if they are a minimum of 3.5m by 6m. Car ports are encouraged instead of garages.

These standards are based on three different levels of accessibility. This will require the applicant to assess their development using the below assessment form

Categories	Criteria	Points
Distance from Town Centre Boundary	800m or less	5
	801-1600m	3
	1601m or more	0
Distance from Local Centre Boundary (only applicable if distance from town centre boundary is 1601m or more)	800m or less	3
	801-1600m	1
	1601m or more	0
Distance from nearest train station	400m or less	5
	401-800m	3
	801m or more	0
Nearest train station	Redhill	5
	Reigate, Horley, Salfords, Earlswood, Merstham	3
	All other stations	1
Distance from nearest bus stop	400m or less	2
	401m or more	0

Any location in the borough can be checked against these criteria and assigned a score on a scale from 0 to 17 (because a location cannot score in both the town centre and local centre criteria). The location can then be assigned to an accessibility category as follows:

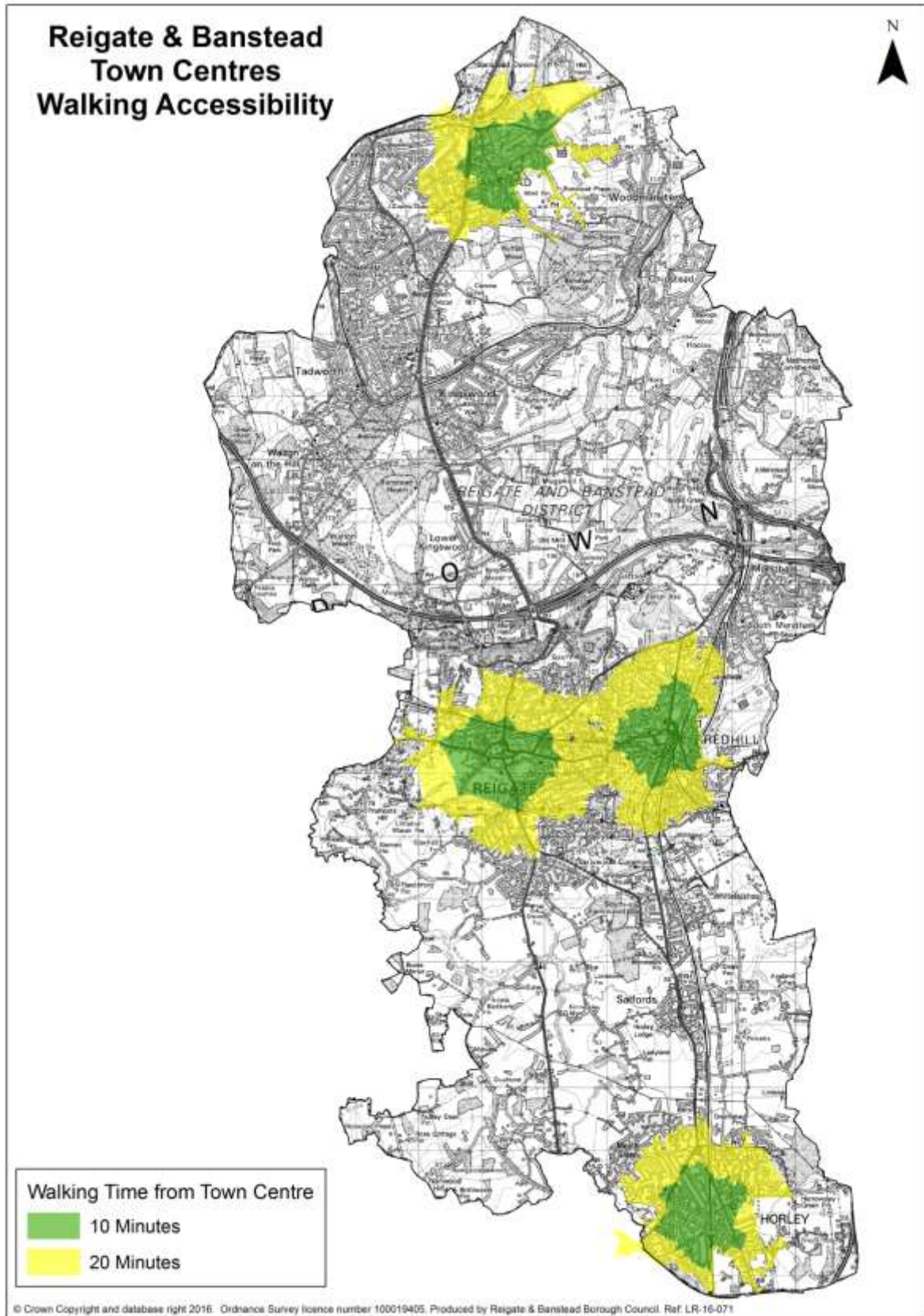
- 0-6 points – low accessibility
- 7-12 points – medium accessibility

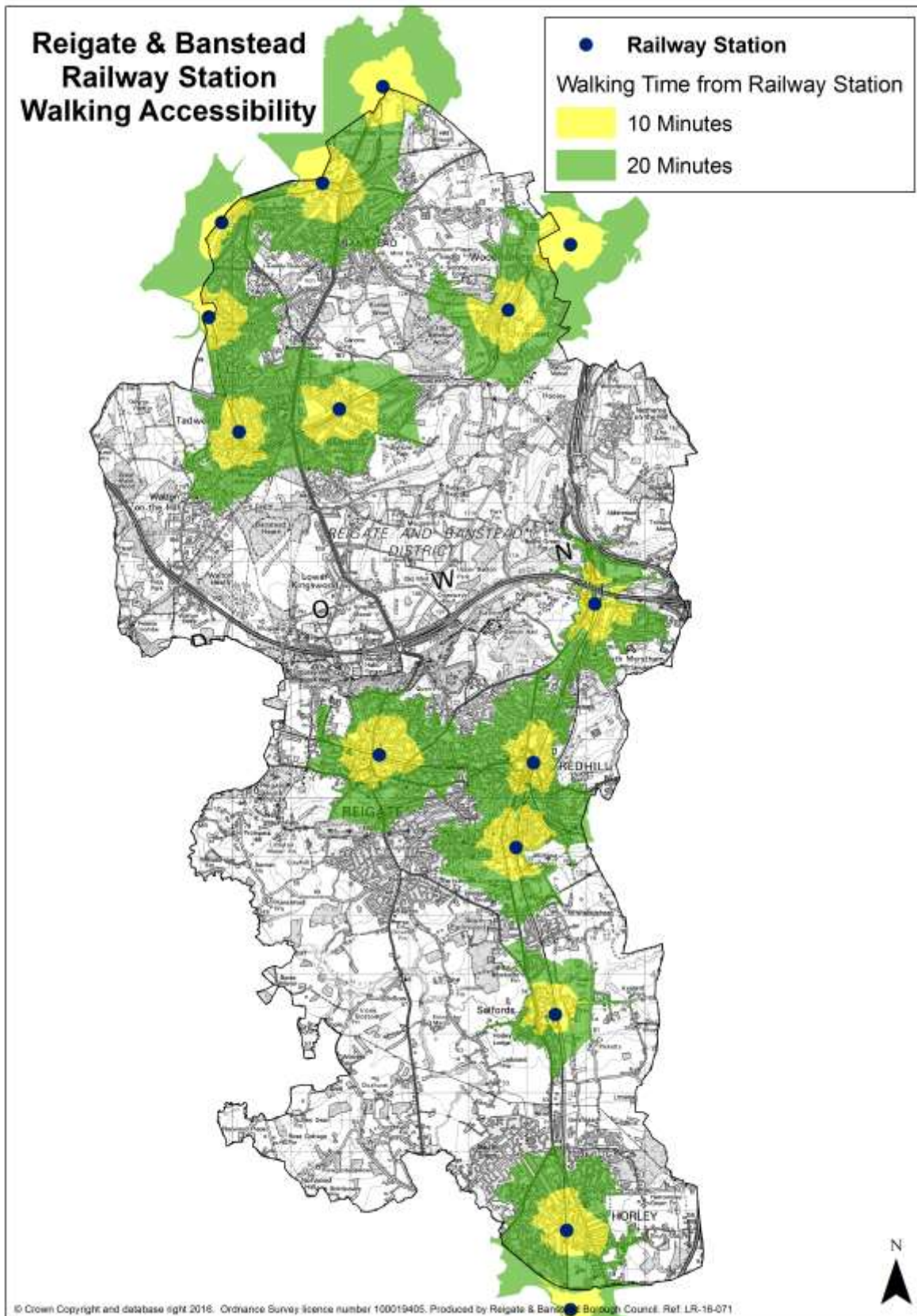
- 13-17 – high accessibility

Maps have been produced showing walking distances from train stations, bus stops, and town and local centre boundaries in line with these criteria.

**[NB Maps to be updated]**







### Non-residential standards

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

Use Class	Maximum Standard (per m <sup>2</sup> of gross floor area)
<b>A1 Retail</b>	
Food or non-food retail (up to 500m <sup>2</sup> )*	1 car space per 30m <sup>2</sup>
Food retail (500m <sup>2</sup> to 1000m <sup>2</sup> )*	1 car space per 25m <sup>2</sup>
Food retail (above 1000m <sup>2</sup> )*	1 car space per 14m <sup>2</sup>
Non food retail (500m <sup>2</sup> or more)*	1 car space per 25m <sup>2</sup>
Open air markets	Individual assessment
<b>A2 Financial &amp; Professional Services</b>	
Financial services, banks, building societies, estate agencies, employment agencies, betting shops (if located beyond town centre locations)	1 car space per 30m <sup>2</sup>
<b>A3 Food and drink</b>	
Restaurants, snack bars and cafes for the sale of food and drink for consumption on the premises	1 car space per 5m <sup>2</sup>
<b>A4 Drinking Establishments</b>	
Public houses, wine bars or other drinking establishments	1 car space per 5m <sup>2</sup>
<b>A5 Hot Food Takeaways</b>	
For the sale of food for consumption off the premises	1 car space per 5m <sup>2</sup>
<b>B1 Business</b>	
Offices (other than those falling within A2), research & development, light industry appropriate in a residential area	1 car space per 30m <sup>2</sup>
<b>B2 General Industrial</b>	
Industrial processes (other than those falling within B1)	1 car space per 30m <sup>2</sup>
<b>B8 Storage or distribution</b>	
Warehouse for storage	1 car space per 100m <sup>2</sup> 1 lorry space per 200m <sup>2</sup>
Warehouse for distribution	1 car space per 70m <sup>2</sup> 1 lorry space per 200m <sup>2</sup>
Cash and carry	1 car space per 70m <sup>2</sup> 1 lorry space per 200m <sup>2</sup>
<b>C1 Hotels</b>	
Hotels, boarding houses and guest houses where no significant care is provided	1 car space per bedroom 1 car space per FTE member of staff 1 coach space if over 100 bedrooms
<b>C2 Residential Institutions</b>	
Residential care homes and nursing homes	Individual assessment/justification. Any application should consider, and where appropriate provide, ambulance, staff, occupiers

## Annexes

	and visitor parking
Hospitals and secure residential institutions	1 car space per 4 staff 1 car space per 3 daily visitors
Boarding schools and residential colleges	Individual assessment/justification
<b>D1 Non-Residential Institution</b>	
Day nurseries and crèches	0.75 car spaces per staff member 0.2 car spaces per child
Adult day care centres	Individual assessment
Doctors, dentists and veterinary practices	1 car space per member of staff 2 car spaces per consulting room
Libraries, museums, art galleries, law courts, public halls, youth and community centres	1 car space per 30m <sup>2</sup>
Places of worship	1 car space per 10 seats
Non-residential schools and colleges	1 car space per 2 staff 1 car space per 10 students 1 coach space
<b>D2 Assembly and Leisure</b>	
Cinemas, theatres, bingo clubs, dance halls and clubs	1 car space per 5 licensed people
Conference centres and exhibition halls	1 car space per 6m <sup>2</sup>
Stadiums	1 car space per 15 seats
Health clubs	Individual assessment/justification
Tennis and badminton clubs	4 car spaces per court
Squash clubs	2 car spaces per court
Field sports clubs	1 car space per 2 playing participants
Golf clubs	3 car spaces per hole
Driving ranges	1 car space per driving bay
Equestrian centres	1 car space per stable
<b>Other Uses</b>	
Vehicle repair, exhaust, and tyre centres	1 car space per member of staff 2 car spaces per service bay 3 car spaces per MOT bay
Car sales	1 car space per 50m <sup>2</sup> 1 car space per member of staff
Petrol stations	1 car space per 20m <sup>2</sup>
Camping, caravan, and mobile home sites	1 car space per member of staff 1 car space per pitch
Other uses not mentioned above	Individual assessment/justification

Note: In town centres, lower levels of parking will be considered acceptable, subject to proportionate justification, which could be based upon:

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

### Disabled Parking

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

Non-residential parking: an additional 5% of total parking spaces should be allocated for disabled users (rounded upwards to the nearest 1 space) or a minimum of 1 space per 750m<sup>2</sup> (whichever is the greater). Disabled car parking spaces should be a minimum of 5m by 3.6m, and should be located close to an accessible entrance.

### Minimum Cycle parking standards (based on SCC guidance)

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

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

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

Use Class	Minimum Standard
<b>A1 Retail</b>	
Food retail	1 space per 350m <sup>2</sup> (out of centre) 1 space per 125m <sup>2</sup> (town/local centre)
Non-food retail	1 space per 1500m <sup>2</sup> (out of centre) with minimum 4 spaces 1 space per 300m <sup>2</sup> (town/local centre)
All other retail uses	Individual assessment/justification
<b>A2 Financial &amp; Professional Services</b>	
Financial services, banks, building societies, estate agencies, employment agencies, betting shops	1 cycle space per 125m <sup>2</sup> (min 2 spaces)

## Annexes

<b>A3 Food and Drink</b>	
Restaurants, snack bars and cafes for the sale of food and drink for consumption on the premises	1 cycle space per 20 seats (min 2 spaces)
<b>A4 Drinking Establishments</b>	
Public houses, wine bars or other drinking establishments	1 cycle space per 100m <sup>2</sup> (min 2 spaces)
<b>A5 Hot Food Takeaways</b>	
For the sale of food for consumption off the premises	1 cycle space per 50m <sup>2</sup> (min 2 spaces)
<b>B1 Business</b>	
Offices	1 cycle space per 125m <sup>2</sup> (min 2 spaces)
Research and development, light industry appropriate in a residential area	1 cycle space per 250m <sup>2</sup> (min 2 spaces)
<b>B2 General Industrial</b>	
Industrial processes (other than those falling within B1)	1 cycle space per 500m <sup>2</sup> (min 2 spaces)
<b>B8 Storage or distribution</b>	
Storage or distribution	1 cycle space per 500m <sup>2</sup> (minimum 2 spaces)
<b>C1 Hotels</b>	
Hotels, boarding houses and guest houses )	Individual assessment
<b>C2 Residential Institutions</b>	
Residential care homes and nursing homes	Individual assessment
Hospitals and secure residential institutions	Individual assessment
Boarding schools and residential colleges	1 cycle space per 2 students 1 cycle space per 2 staff
<b>C3 Dwellings</b> Flats/houses without garages or gardens:	
Up to 2 bedrooms	1 cycle space
3 or more bedrooms	2 cycle spaces
<b>D1 Non-Residential Institution</b>	
Day nurseries and crèches	1 cycle space per 5 staff (min 2 spaces)
Doctors, dentists and veterinary practices	1 cycle space per 2 consulting rooms (min 2 spaces)
Libraries, museums, art galleries, public halls, youth and community centres Places of worship	Individual assessment
Non-residential schools and colleges	Individual assessment
<b>D2 Assembly and Leisure</b>	
All assembly and leisure uses	Individual assessment
<b>Other Uses</b>	
Sui generis and all other uses not mentioned above	Individual assessment

## Annex 5: RASC descriptions and densities

RASC	Area (ha)	Average dwelling density	Average plot density	Summary of characteristics
<b>Chipstead:</b> Walpole Avenue,	30.82	2.11	1.52	<p>Dwellings set within large curtilages with mature gardens, trees, hedges around each individual plots and their setting and along boundaries with some small wooden fencing and low brick/ stone walls correspondence</p> <p>Large and spacious detached plots which are generally set back from the road with mature verdant soft landscaping</p> <p>Character is relatively unchanged without RASC designation and has similar characteristics to existing RASC at Walpole Avenue, therefore should be included in proposed RASC boundary extension.</p> <p>Low footprint density character provides a gradual transition between the built up environment and the surrounding countryside.</p> <p>Individual detached dwellings dating mainly from the early 20th Century with identifiable characters which relate to the local distinctiveness of the local area</p> <p>Very little infilling and redevelopment is consistent with the surrounding area with similar sized curtilages and mature verdant soft landscaping. Retains existing character and setting of the surrounding area including the existing RASC at Walpole Avenue.</p>
<b>Tadworth:</b> The Avenue,	9.95	6.13	4.52	<p>Plots and housing density figures don't include proposed boundary extension of The Avenue (to include Downs Way and adjoin section of The Avenue currently not in the RASC boundary).</p> <p>Homogenous area consisting of large plots and curtilages</p> <p>Dwellings sett within large spacious plots and curtilages with mature gardens and verdant soft, leafy landscaping including mature trees, shrubs and hedges around plots and their setting and along boundaries with some small wooden fencing and low brick/ stone walls</p> <p>Low footprint density developments consists of large detached plots which are generally set back from the road separated by large grass verges, hedges and established trees.</p> <p>Character is relatively unchanged without RASC designation and has similar characteristics to other parts of The Avenue already designated as a RASC, therefore should be included in proposed RASC boundary extension.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p> <p>Some infilling within existing RASC boundary along The Avenue. Consistent with surrounding dwellings with similar size curtilages, landscaping and mature vegetation and tree cover. Maintains existing character and setting along The Avenue already designated as a RASC</p>
<b>Horley:</b> Meath Green	1.87	6.42	6.42	<p>Dwellings set within large curtilages with mature gardens, trees, hedges around each individual plots and their setting and along boundaries with some small wooden fencing and low brick/ stone</p>

Lane				<p>walls</p> <p>Large and spacious detached plots which are generally set back from the road with mature verdant soft landscaping</p> <p>Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p> <p>Outside the RASC boundary, more suburban higher density dwellings.</p>
<b>Kingswood:</b> The Warren & The Glade,	179.81	3.93	3.77	<p>Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries.</p> <p>Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p> <p>Some infilling and redevelopment within the RASC, largely consistent and in keeping with the character of the RASC</p>
<b>Reigate:</b> Alma Road & Alders Road	16.15	6.69	4.89	<p>Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries</p> <p>Large individual detached plots set back from the road with grass verges</p> <p>Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness landscaping and established verdant soft landscaping.</p>
<b>Reigate:</b> High Trees Road,	14.49	4.07	4.07	<p>Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries</p> <p>Large detached plots set back from the road with grass verges</p> <p>Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness landscaping and established verdant soft landscaping.</p>
<b>Reigate:</b> Pilgrims	27.36	4.57	3.94	Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes



Way & Beech Road,				<p>including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries</p> <p>Large detached plots set back from the road with grass verges</p> <p>Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p> <p>Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness landscaping and established verdant soft landscaping.</p>
<b>Walton on the Hill:</b> Nursery Road & Hurst Green,	42.62	4.76	3.72	<p>Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries.</p> <p>Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p> <p>Some infilling and redevelopment is consistent with the surrounding area. Landscaping and established verdant soft landscaping still dominates the street scene and landscape character.</p>
<b>New Designations</b>				
<b>Chipstead:</b> Court Hill	4.43	4.51	4.51	<p>Large detached plots set back from the road with grass verges</p> <p>Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries</p> <p>Individual detached dwellings dating mainly from the 1900, with an identifiable character which relates to the area's local distinctiveness. The surrounding area (Chipstead Way is dominated by 1930s style dwellings and is more suburban with higher density and smaller plots and curtilages</p> <p>RASC boundary excludes lower section of Outwood Lane fronting onto Outwood Lane with higher density buildings and smaller plots and curtilages.</p> <p>Infilling and re development on Outwood Road has altered the character. The curtilage and plots are smaller. This part has been excluded from the proposed RASC boundary.</p> <p>Highfield has been excluded from the proposed RASC boundary, while it does have the spacious plots and some large curtilages and concrete landscape dominated by car parking frontages. The landscape lacks leafiness of Court Hill. The plots follow the layout of the cul-de-sac and become more compact around the turn point similar to the lower section of Court Hill which has been excluded from the proposed RASC boundary.</p>
<b>Chipstead:</b>	24.87	4.66	4.5	Individual detached dwellings dating mainly from the early 20th Century with an identifiable

Hollymead Road, Bouverie Road, Coulsdon Lane & How Lane				<p>character which relates to the local distinctiveness of the area</p> <p>Single footprint dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and along boundaries with some small wooden fencing and low brick/ stone walls</p> <p>Character is relatively unchanged without RASC designation and has similar characteristics to existing RASC at Walpole Avenue, therefore should be included in proposed RASC boundary extension.</p> <p>Low footprint density character provides a gradual transition between the built up environment and the surrounding countryside. Leafy landscape dominates the setting</p> <p>Very little infilling and redevelopment is consistent with the surrounding area with similar sized curtilages, landscaping and established verdant soft landscaping. Retains existing character and setting of the surrounding area including the existing RASC at Walpole Avenue.</p>
<b>Kingswood:</b> Alcocks Lane & Waterhouse Lane	3.76	29.5	23.9	<p>Dwellings set within large spacious detached plots and curtilages with mature gardens and leafy landscapes including mature trees, shrubs and hedges around individual plots and their settings and along boundaries with some small wooden fencing and low brick/ stone walls.</p> <p>Individual detached dwellings dating mainly from the early 20th Century with an identifiable character which relates to the local distinctiveness of the area</p> <p>Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p> <p>Some infilling and redevelopment is consistent with the surrounding area. Exclude small section around Long Orchard from proposed RASC boundary as these are flats for consistency with existing and proposed RASC sites. This small area doesn't meet the RASC criteria of have the characteristics common throughout a RASC.</p>
<b>Kingswood:</b> Copt Hill Lane & Furze Hill	5.02	5.18	5.18	<p>Dwellings set within large spacious detached plots and curtilages with mature gardens and leafy landscapes including mature trees, shrubs and hedges around individual plots and their settings and along boundaries with some small wooden fencing and low brick/ stone walls.</p> <p>Individual detached dwellings dating mainly from the early 20th Century with an identifiable character which relates to the local distinctiveness of the area</p> <p>Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p> <p>Some infilling and redevelopment is consistent with the surrounding area. Exclude small section around Long Orchard from proposed RASC boundary as these are flats for consistency with existing and proposed RASC sites. This small area doesn't meet the RASC criteria of have the</p>

				characteristics common throughout a RASC.
<b>Tadworth:</b> Tadorne Road	7.44	7.12	6.72	<p>Infilling and re development on Outwood Road has altered the character. The curtilage and plots are smaller. This part has been excluded from the proposed RASC boundary</p> <p>Dwellings set within large spacious detached plots and curtilages with mature and leafy landscapes including mature trees, shrubs and hedges around individual plots, their settings and along boundaries with some small wooden fencing and low brick/ stone walls.</p> <p>Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p> <p>Character of proposed RASC boundary has seen relatively little change without RASC designation and meets the RASC criteria.</p> <p>The lower section of Tadorne Road adjoining Shelveys Way is predominately 1930s style suburban housing with higher densities and smaller plots and curtilages, therefore it has been excluded from the proposed new RASC boundary.</p>

## Annex 6 – Infrastructure Delivery Schedule

### Infrastructure Schedule 2018 – 2027

#### Information for the Executive:

**The Development Management Plan (DMP) Infrastructure Schedule is presented here in draft form to accompany the Regulation 19 draft DMP for consideration by the Council's Executive.**

**It is based on the best information currently available to the Council.**

**Officers continue to work with Surrey County Council regarding highways mitigation schemes, and other infrastructure providers, and may update this Schedule before submission of the DMP for examination.**

This Schedule sets out the key infrastructure needed to support the delivery of the development set out in the draft Development Management Plan (DMP) from 2018 to 2027. It includes infrastructure projects to support and to mitigate cumulative impacts of small-scale developments across the borough, as well as infrastructure needed to support specific sites. It does not include all infrastructure that will be provided or enhanced within the borough.

Officers have produced this schedule in liaison with infrastructure providers active within the borough. These providers include Surrey County Council, Highways England, Network Rail, the National Health Service Commissioning Board and Clinical Commissioning Groups, and utility companies.

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

Section 106 planning obligations and s278 highways agreements will continue to be used to secure and fund infrastructure needed to support any one specific development, including on-site public open space and play provision, private cultural leisure and sports facilities, as well as other site-specific infrastructure relating to Horley North West Sector.

The Council's Community Infrastructure Levy (CIL) Regulation 123 Infrastructure List sets out the Council's intentions for use of CIL and S106 to fund and provide infrastructure.

This Infrastructure Schedule is also included within the **Infrastructure Delivery Plan (IDP)**. The IDP is a document prepared to support the DMP, and provides further detail on the need for new or improved infrastructure to support the delivery of the DMP. The IDP Schedule will be updated as more detail becomes available regarding the listed infrastructure projects, including details from infrastructure providers' investment plans.

**Key to Infrastructure Projects:**

**Horley Infrastructure** (including remaining NW sector infrastructure to be delivered)

**Merstham Infrastructure** (including Regeneration Area)

**Preston Infrastructure** (including Regeneration Area)

**Redhill Infrastructure** (including Regeneration Area)

**Borough-wide infrastructure** (Banstead, Reigate, or spanning more than one area)

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
<b>TRANSPORT</b>					
<b>Strategic Road Network</b>					
<b>SRN1</b>	New spur road off existing roundabout at J9a of M23, Horley	Highways England	Cost : £10,000,000  Funding Source : Developer funding; Coast to Capital LEP's Growth Deal £3,200,000 (subject to pp being granted and commencement by 2022)	2020-22	Need for project: Critical infrastructure to link Horley strategic employment site (Site Allocation Policy HOR9) to the strategic road network. Risk: Highways England agreement of scheme required
<b>SRN2</b>	M25 J8	Highways England		2020	Need for project: Scheme to increase capacity and address the cumulative impacts of growth across the wider area. Initial scheme design works undertaken for Highways England.  The scheme will potentially to be included within Road Investment Strategy 2 (RIS 2) which commences preparation next year. RIS2 will be delivered from 20120  Risk: HE Funding for scheme

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
<b>Local Road Network</b>					
<b>LRN1</b>	Improvements to A23 junction with Horley Road with Three Arch Road and Maple Road in White Bushes.	Surrey County Council	<p>Cost : estimated at £3,000,000</p> <p>Funding Source : Developer funding from CIL: £370,000 Potentially as match funding for SCC's Greater Redhill Sustainable Transport Package (STP) Phase 2, proposals to Coast to Capital LEP Growth Deal 3 funding.</p> <p>Developer funding from Horley NW sector S106 planning obligation is being used for feasibility studies</p>	By April 2021	<p>Need for project: The need for junction improvements stems from current limitations and the forecast increases in traffic along the A23 corridor as a result of Horley Masterplan developments, and planned housing in Redhill and Reigate. Design work is almost complete on scheme options to provide increased capacity and sustainable transport improvements to the junction.</p> <p>Any scheme should increase capacity in peak hours, reduce queues on Three Arch Road to improve the route to / from East Surrey Hospital, and improve the operation of the A23 junction with Three Arch Road / Maple Road.</p> <p>Risk: Future match funding availability</p> <p>Further detail : R&amp;B Local Committee 17 September 2017 Greater Redhill STP2 (Scheme ID1)</p>
<b>LRN2</b>	Signalised junction of the A217 (Cockshot Hill / Dovers Green Road) with Woodhatch Road and Prices Lane	Surrey Country Council	Cost : £2,200,000 (scheme design being reviewed)		Need for project: Woodhatch junction is currently under review by Surrey County Council in order to improve capacity,

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
			<p>Funding Source : CIL: £370,000 As match funding for SCC's Greater Redhill Sustainable Transport Package (STP) Phase 2 bid for Coast to Capital LEP <i>Growth Deal 3</i> funding</p> <p>Developer funding : S106 planning obligation funding from Horley NW sector to fund feasibility work providing scheme would result in increased capacity</p>		<p>safety and pedestrian access. The junction is operating above its capacity, and pedestrian crossing facilities need to be improved.</p> <p>Design Feasibility ongoing to develop a scheme that will improve safety and improve capacity. Work undertaken to date will inform upon the options to improve the capacity and safety at this junction in the future.</p> <p>Planning applications for land at Sandcross Lane, Reigate (Site Allocation SSW2) and Hartswood Nursery and Land at Dovers Farm (Site Allocation SSW9), will be required to submit a site specific Transport Assessment to consider the impact of the development on the surrounding road network, and in particular on this junction. Should it be necessary, these developments will contribute to feasibility studies and junction improvements.</p> <p>Risk: Future match funding availability; physical constraints of junction.</p>



Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					Further detail: R&B Local Committee 18 September 2017
<b>LRN3</b>	Upgrading of highway access to the development site at land off The Close and Haroldslea Drive, via The Close. Works to include appropriate improvements to the junction with Balcombe Road.	Surrey Country Council / Developer	Cost : £tbc Developer	In advance of development occupation	Need for project: To facilitate development of SEH4 site allocation
<b>LRN4</b>	Improvements for emergency vehicle access and public transport from Balcombe Road to the strategic employment site at Horley (Site Allocation HOR9)	Surrey Country Council / Developer	Cost : £tbc Developer	In line with masterplan/phasing plan (to be developed)	Need for project: to facilitate the delivery of HOR9 Horley employment site allocation
<b>LRN5</b>	Improvements to the junction of A23 London Road South and School Hill, Merstham.	Surrey Country Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To accommodate safely additional traffic from the development of sites allocations south of Bletchingley Road (ERM4) and at Oakley Farm, Bletchingley Road, Merstham (ERM5)  Developers of the allocated sites land south of Bletchingley Road (ERM4) and Oakley Farm, Bletchingley Road, Merstham (ERM5) will be required to submit a site specific Transport Assessment to consider the impact of the development on the surrounding road network, and in particular on

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					<p>this junction.</p> <p>Should it be necessary, these developments will contribute to feasibility studies and junction improvements to address the impact of additional traffic on the safety and efficiency of this road junction.</p>
<b>LRN6</b>	Improvements to the junctions of Dovers Green Road / Sandcross Lane and Slipshatch Road / Sandcross Lane junction.	Surrey Country Council	Cost : £tbc Developer	In advance of development occupation	<p>Need for project:</p> <p>To accommodate safely additional traffic from the development of site allocations: Land at Sandcross Lane, Reigate (Site Allocation SSW2) and Hartswood Nursery and land west of Castle Drive (Site Allocation SSW7).</p>
<b>LRN7</b>	Improvements to the local highway network including the Dovers Green Road/Sandcross Lane junction and Slipshatch Road/Sandcross Lane junction	Surrey Country Council	Cost : £tbc Developer	In advance of development occupation	<p>Need for project:</p> <p>To accommodate safely additional traffic from the development of site Land at Dovers Farm (Site Allocation SSW9)</p>
<b>LRN8</b>	Wider Network Benefits Scheme	Surrey County Council	Cost : £3.75m Coast to Capital LEP; Surrey County Council	In progress	<p>Need for project:</p> <p>A set of Intelligent Transport Systems (ITS) measures to help to manage Surrey's road network and respond to the challenges caused by traffic congestion. Schemes will expand and upgrade the traffic management systems on the primary road network which will help</p>

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					to improve traffic flow during congestion and journey time reliability.
<b>LRN9</b>	A217 Mill Lane to Horley NW Sector (Westvale) development roundabout : Reduction of speed limit to 40 mph along with two supporting vehicle activated illuminated signs , and raised-rib edge of carriageway markings	Surrey County Council	Cost : £tbc  Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley  Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217	Initial bid made September 2017	Need for project: To slow traffic on this stretch of the A217. Part of a project to improve the quality and safety of the A217 between Reigate and Horley  Risk: Funding dependent on success of bid to DFT
<b>LRN10</b>	A217 Horley NW Sector (Westvale) roundabout to Sidlow : Renewal of central white line, and replacement of existing cats-eyes with reflective road studs.	Surrey County Council	Cost : £tbc  Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley  Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217	Initial bid made September 2017	Need for project: To improve the delineation of the bends to the approaching drivers.  Part of a project to improve the quality and safety of the A217 between Reigate and Horley  Risk : Funding dependent on success of bid to DFT
<b>LRN11</b>	A217 Sidlow to Dovers Green: Introduction of 40 mph signage to inform of new speed limit (to be reduced from 50 mph); reduction in width of road adjacent to vehicle service garage at	Surrey County Council	Cost : £tbc  Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley	Initial bid made September 2017	Need for project: To help reduce the risk of injury to motorists and to improve visibility.  Risk : Funding dependent on success of bid to DFT

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	<p>Sidlow bridge and use of central hatching to encourage greater compliance with the 40 mph speed limit and to separate vehicle flows.</p> <p>Adjustment of kerblines to narrow the road to allow room for a crash barrier to be installed on both sides of the road in front of the Sidlow Bridge parapets.</p> <p>Renewal of central road markings, replacement of cats-eyes with reflective road studs and raised rib-edge carriageway markings</p>		<p>Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217</p>		
<b>LRN12</b>	<p>A217 Dovers Green to junction with Woodhatch Road :</p> <p>Introduction of antiskid road surfacing on both approaches to Lonesome Lane to reduce the risk of skidding.</p>	Surrey County Council	<p>Cost : £tbc</p> <p>Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217</p>	Initial bid made September 2017	<p>Need for project: To improve safety of this junction</p> <p>Risk : Funding dependent on success of bid to DFT</p>
<b>LRN13</b>	<p>A217 Woodhatch Road to Park Lane East :</p> <p>Increase width of two central islands</p>	Surrey County Council	<p>Cost : £tbc</p> <p>Funding Source : Part of wider bid to Department for Transport's</p>	Initial bid made September 2017	<p>Need for project: To provide greater protection to the right turn lanes and encourage greater compliance with the 30mph speed limit</p>

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
			<p>Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217</p>		<p>Risk : Funding dependent on success of bid to DFT</p>
<b>LRN14</b>	A217 Park Lane East to Parkgate Road : Widening of pedestrian refuge south of junction with Lynden Gardens; and replacement of pedestrian refuge with a signalised crossing	Surrey County Council	<p>Cost : £tbc</p> <p>Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217</p>	Initial bid made September 2017	<p>Need for project: To protect right turning vehicles and reduce the carriageway width to encourage greater compliance with the speed limit; and to make crossing safer for pedestrians</p> <p>Risk : Funding dependent on success of bid to DFT</p>
<b>LRN15</b>	A217 Lesbourne Road Toucan Crossing : extension of footway	Surrey County Council	<p>Cost : £tbc</p> <p>Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217</p>	Initial bid made September 2017	<p>Need for project: To provide greater space for cyclists and pedestrians; narrowing of road will encourage greater compliance with speed limit.</p> <p>Risk : Funding dependent on success of bid to DFT</p>
<b>LRN16</b>	A217 Bell Street to junction with Morrisons Supermarket:	Surrey County Council	<p>Cost : £tbc</p>	Initial bid made September 2017	<p>Need for project: New pedestrian crossing will reduce</p>

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

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					scope package. Funding dependent on success of bid to C2C
<b>LRN18</b>	A217 Network Resilience Programme	Surrey County Council	Cost : £3,225,000  Funding Source : Coast to Capital LEP's Local Growth Fund = contribution of £2,700,000  Surrey County Council Capital budget £525,000	In progress	Need for project: To improve the reliability and resilience of the A217, including arising from flooding.
<b>Rail</b>					
<b>NR1</b>	Capacity Improvements to Gatwick Station	Network Rail / Gatwick Airport	Cost : £tbc  Source : Developer funding from development site at Horley Business Park (Site Allocation HOR9)  Potential capacity improvements	In line with masterplan/phasing plan (to be developed)	Need for project: To manage additional station usage arising from HOR9 employment site.  Details to be confirmed through the Transport Assessment work for the site
<b>NR2</b>	New platform (zero) at Redhill station	Network Rail	Cost : £  Funding Source : Network Rail	2019	Need for project: Part of the works to upgrade the North Downs Line. Includes wider improvements to the North Downs Line (total cost of £30m), facilitating increased service frequency , and enable trains with more carriages to run on the Thameslink service to London Bridge, as part of works on a North Downs Line upgrade.  Prior Approval (No objection

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					29/06/16, and materials approved); work underway
<b>NR3</b>	Epsom and Banstead Sustainable Transport Package (STP)  Improvements to Banstead Railway station.	Surrey County Council	Cost : £4,840,000 (total STP package)  Funding : Coast to Capital LEP Growth Deal funding of £3,600,000 for the total STP package £1,240,000 SCC/private sector funding for the total STP package	By March 2020	Need for project: A programme of schemes aimed at making it easier and safer to travel by sustainable modes between Epsom, Banstead, Nork, Burgh Heath and the Preston estate, including improvements to Banstead railway station.  Risk: Funding dependent on success of bid to C2C
<b>Bus</b>					
<b>BT1</b>	Improvements to existing bus infrastructure passenger facilities (e.g. bus stops) on Balcombe Road, Horley to serve development at land off The Close and Haroldslea Drive	Surrey County Council	Cost : £tbc Developer funding from S106 planning obligations  Additional funding may also be available	In advance of development occupation	Need for project: To support development of land off The Close and Haroldslea Drive (Site Allocation SEH4)
<b>BT2</b>	Improvements to bus infrastructure passenger facilities (e.g. bus stops) on Bletchingley Road as required to support development of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4)	Surrey County Council	Cost : £tbc Developer funding from S106 planning obligations  Additional funding may also be available	In advance of development occupation	Need for project: To support the development of land south of Bletchingley Road (Site Allocation ERM4) and land at Oakley Farm, off Bletchingley Road (Site Allocation ERM5).
<b>BT3</b>	Improved bus services and	Surrey County	Cost : £602,000	By March 2020	Need for project:



Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	facilities to serve De Burgh housing development site	Council	<p>Funding : Developers CIL : £340,000 and S106 planning obligation : £262,000</p> <p>Also included as part of SCC's "<i>Epsom and Banstead Sustainable Transport Project</i>" (STP) outline business case proposal to Coast to Capital for Growth Deal funding.</p>		<p>For improved bus links to employment, leisure, shopping, healthcare and other services in Redhill, Reigate, Horley, Gatwick and Crawley.</p> <p>Risk: Availability of match funding</p> <p>Further detail: Meeting of RBBC Executive 13 July 2017; Exec Min No. 18.</p>
BT4	Reigate and Redhill Quality Bus Partnership	<p>Surrey County Council with Reigate &amp; Banstead Borough Council, Metrobus, Southdown &amp; London Buses</p> <p>Post-delivery scheme maintenance costs will be absorbed by SCC.</p>	<p>Cost : £4,900,000</p> <p>Funding: Coast to Capital LEP Growth Deal 3 bid for £4,160,000</p> <p>Remaining match funding via s106, CIL, bus providers</p>	April 2022	<p>Need for project: Part of a package, coordinated by Surrey County Council, would include a range of measures to make using bus use easier and more attractive to local residents along key transport corridors.</p> <p>CIL funding to cover 5% of costs and one-third of the 15% local match funding required to secure Coast to Capital Growth Deal 3 bid to be made by SCC.</p> <p>Risks: Main risk to deliverability is the availability of funding, which is</p>

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					dependent on a CIL allocation and a successful bid for Growth Deal 3 funding.
<b>BT5</b>	Improvements to existing bus infrastructure / passenger facilities on Nutfield Road, Redhill as requirement to support development of the land at Hillsbrow site, Redhill (Site Allocation Policy ERM1), and Land west of Copyhold Works and Former Copyhold Works (Site Allocation Policy ERM2 / ERM3)	Surrey County Council	Cost : £tbc Developers	In advance of development occupation	Need for project: To support the development of land north and south of A25, Redhill (Site Allocation ERM1 and Site Allocation ERM2/3).
<b>BT6</b>	Bus corridor improvements on the A23 corridor (bus routes 100,400, 420/460, 424, and 430/435). Improvements to include quality bus stop waiting areas, passenger facilities, passenger information, and step-free access onto buses.	Surrey County Council	Cost: part of the £4,900,000 for the Greater Redhill Sustainability Transport Package.  Funding Source : part of the Greater Redhill Sustainability Transport Package funded by Phase 2 of Coast to Capital LEP funding for the Redhill STP.		Need for project: To encourage greater bus usage (including potentially diverting from cars)
<b>BT7</b>	Improvements to existing bus infrastructure / passenger facilities in and around Sandcross Lane, Reigate and measures to maximise the	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Sandcross Lane, Reigate (Site Allocation SSW2)

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	accessibility of routes/services to new and existing residents from development at land at Sandcross Lane, Reigate (Site Allocation SSW2)				
<b>BT8</b>	Improvements to existing bus infrastructure / passenger facilities in and around Dovers Green Road, Reigate to serve development at land at Dovers Farm (Site Allocation SSW9)	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Dovers Farm (Site Allocation SSW9)
<b>BT9</b>	Epsom and Banstead Sustainable Transport Package (STP)	Surrey County Council /bus providers	Cost : £4,840,000 (total STP package)  Funding : Coast to Capital LEP Growth Deal funding of £3,600,000 for the total STP package £1,240,000 SCC/private sector funding for the total STP package	By March 2020	Need for project: A programme of schemes aimed at making it easier and safer to travel by sustainable (including by bus) means between Epsom, Banstead, Nork, Burgh Heath and the Preston estate,  Risks: Main risk to deliverability is the availability of funding, which is dependent on a CIL allocation and a successful bid for Growth Deal 3 funding.  Further detail: September 2017 Reigate Local Committee
<b>Active transport: Cycle and pedestrian facilities</b>					
<b>CP1</b>	Upgrading of pedestrian / cycle route (FP409) which runs through the development site at land at Bonehurst	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Bonehurst Road, Horley (Site Allocation NWH2)

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	Road, Horley (Site Allocation NWH2)				
CP2	Improvement and extension of pedestrian footways on The Close (from Development Site Allocation SEH4), and pedestrian and cycle infrastructure links to Horley town centre	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at The Close, Horley (Site Allocation SEH4)
CP3	Improvement of existing and extension of pedestrian <u>and cycle</u> infrastructure, in the Bletchingley Road, Merstham area. To include : <ul style="list-style-type: none"> <li>• pedestrian <u>and cycle</u> infrastructure through the development sites of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4) and Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5) and beyond, to include :</li> <li>• new footways on Bletchingley Road,</li> <li>• upgrading of off-carriageway pedestrian</li> </ul>	Surrey County Council	Cost : £tbc Developers	In advance of development occupation	Need for project : To support development of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4) and Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5)

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	(including FP93) and cycle routes to Merstham station and to nearby local centres				
<b>CP4</b>	Significant upgrade of the existing bridleway (BW119) through the development site of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4)	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4)
<b>CP5</b>	Significant upgrade of the existing footpath (FP198) through the development site of Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5)	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5)
<b>CP6</b>	A240 shared footway and cycleway, Preston	Surrey County Council	Cost : £186,000 Funding source : £72,000 : CIL; remainder to be funded via s106; Coast to Capital LEP (Epsom to Banstead STP)	By April 18	Need for project: To ensure that residents within the Preston regeneration area have access to safe sustainable walking and cycling options  Risk: Availability of C2C funding  Further details: Meeting of RBBC Executive 13 July 2017; Exec Min No. 18.
<b>CP7</b>	Greater Redhill Sustainable Transport Package (STP) Phase 2.	Surrey County Council with Reigate and	Cost : total cost of £4,950,000 Funding Source : CIL : £370,000 as match	2021 – 2027	Need for project: The need for the schemes stems from current limitations and the forecast increases in traffic along the

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	<p>Delivery of cycle and pedestrian improvements including improving and widening off-road cycle paths including sections of the National Cycle Route 21 Redhill to Horley.</p> <p>Improvements to Horley cycle and pedestrian infrastructure linkages between the new neighbourhoods of NE and NW Horley and Horley town centre, incorporating links to green open space.</p>	<p>Banstead Borough Council</p> <p>Post-delivery scheme maintenance costs will be absorbed by SCC.</p>	<p>funding for a Coast to Capital LEP Growth Deal 3 bid</p>		<p>A23 corridor, as a result of Horley Masterplan developments, and planned housing in Redhill and Reigate.</p> <p>Phase 2 proposals focus on walking, cycling and junction improvements between towns and employment centres along the A23 corridor and National Cycle Route (NCR) 21. A key emphasis is to improve links between Merstham, Redhill and Reigate; and to develop routes through to Horley.</p> <p>CIL proposed as a local contribution for a Coast to Capital LEP Growth Deal 3 bid by SCC. The local contribution required is 15%, with 85% met by the Coast to Capital LEP if the application is successful.</p> <p>Risks: Main risk to delivery is funding dependent on a CIL allocation and a successful bid for Growth Deal 3 funding.</p>
CP8	<p>Enhancement of the footpath (FP530) adjacent to Redstone Hollow as requirement for</p>	<p>Surrey County Council</p>	<p>Cost : £tbc Developer</p>	<p>In advance of development occupation</p>	<p>Need for project: To support the development of land at Hillsbrow site, Redhill (Site</p>

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	development of the land at Hillsbrow site, Redhill (Site Allocation Policy ERM1).				Allocation Policy ERM1).
<b>CP9</b>	Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road with safe crossing points to access the footpath adjacent to Redstone Park (FP102) as requirement for development of the land at Hillsbrow site, Redhill (Site Allocation Policy ERM1).	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1).
<b>CP10</b>	Improvement and extension of pedestrian and cycle facilities on Dovers Green Road and Lonesome Lane and upgrading of the existing bridleway (BW61) through the development site of Land at Dovers Farm, Woodhatch, Reigate	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)
<b>CP11</b>	Epsom and Banstead Sustainable Transport Package (STP)	Surrey County Council	Cost : £4,840,000 (total STP package)  Funding : Coast to Capital LEP Growth Deal funding of £3,600,000 for the total STP package £1,240,000 SCC/private sector funding for the total	March 2020	Need for project: A programme of schemes aimed at making it easier and safer to walk and cycle between Epsom, Banstead, Nork, Burgh Heath and the Preston estate.  Risk: Funding from CtoC still needs to be secured

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
			STP package		
<b>CP12</b>	Cycle and Pedestrian Improvements under the Reigate Transport Package for Reigate Road from the town centre southwards to Woodhatch Road / Prices Road junction	Surrey County Council	<p>Cost : £4,950,000(total package)</p> <p>Surrey County Council has submitted an Expression of Interest to Cost to Capital LEP for Growth Deal 3 funding. This includes 15% (£750,000) local contribution from SCC/RBBC</p> <p>SCC will now make a Business Case.</p>	tbc	<p>Need for the project: To improve connectivity within the town centre and reduce congestion.</p> <p>Package of measures to improving the operation of key junctions and road links.</p> <p>Risks: Further feasibility work required; availability of CtoC LEP funding</p>
<b>CP13</b>	Reigate Transport Package : Creation of off-carriageway cycle route within the town linking to Reigate station and Woodhatch junction (avoiding Cockshot Hill)	Surrey County Council	<p>Cost : £4,950,000(total package)</p> <p>Surrey County Council has submitted an Expression of Interest to Cost to Capital LEP for Growth Deal 3 funding. This includes 15% (£750,000) local contribution from SCC/RBBC</p>	tbc	<p>Need for project: Improvements to walking and cycling infrastructure to provide a safer and more pleasant alternative for cyclists and pedestrians, with aim of reducing car use and road congestion.</p> <p>Risks: Further feasibility work required; availability of C2C funding</p>
<b>CP14</b>	Reigate Transport Package : Creation of an off-carriageway cycle route within the town linking to Reigate station (via Castlefield Road/Tunnel Road) and existing routes east towards Redhill	Surrey County Council	<p>Cost : £4,950,000(total package)</p> <p>Surrey County Council has submitted an Expression of Interest to Cost to Capital LEP for Growth Deal 3 funding. This includes 15% (£750,000) local</p>	tbc	<p>Need for project: Improvements to walking and cycling infrastructure to provide a safer and more pleasant alternative for cyclists and pedestrians, with aim of reducing car use and road congestion.</p> <p>Risks:</p>



Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
			contribution from SCC/RBBC		Further feasibility work required; availability of C2C funding
<b>CP15</b>	Improvements to pedestrian and cycle infrastructure links between the Horley Strategic Employment development site (Site Allocation HOR9) and Gatwick train station, and the Horley Strategic Employment development site (Site Allocation HOR9) and Horley Town Centre	Surrey County Council	Cost : tbc  Funding Source : Developer funding through S106 planning obligation	In line with masterplan/phasing plan (to be developed)	Need for project: To encourage modal shift to help support travel to / from the Horley Strategic Employment site allocation by non-car means.
<b>UTILITIES</b>					
<b>Water supply</b>					
<b>WS1</b>	Reinforcement at Meath Green Lane, North West Horley (3,000m length)  Reinforcement of existing 3" cast iron main to 250mm ductile iron (DI)	Sutton and East Surrey Water	Cost : Approximately £400 per linear metre  Sutton and East Surrey Water	As part of scheme delivery	Need for the project: The reinforcement of the 3 inch cast iron main is required as a result of the Horley NW Sector (Westvale) development, and to service North West Horley Site Allocation NWH1.  The resilience of supply to the Horley and Gatwick area has informed the proposed design.
<b>WS2</b>	Reinforcement at Bletchingley Road, Merstham (600m length)	Sutton and East Surrey Water	Cost : £ Sutton and East Surrey Water	As part of scheme delivery	Need for the project: Replacement of existing 3" cast iron (CI) main with 125mm polyethylene (PE). Required to provide adequate pressure and flow to provide for development in Merstham at Site

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					Allocations ERM4, and ERM5.
<b>WS3</b>	Reinforcement at Nutfield Road, East Rehill (750m length)  A new connection to the main network will be required.  It is likely that new district meters (DMs) and pressure reducing valves (PRVs) will also be necessary.	Sutton and East Surrey Water	Cost : Approximately £400 per linear metre  Sutton and East Surrey Water	As part of scheme delivery	Need for the project: Network reinforcement required to ensure future resilience for Redhill town centre.  Required to provide adequate pressure and flow to provide for development in East Redhill at Site Allocations ERM1, ERM2 and ERM3.
<b>WS4</b>	Reinforcement at Dovers Green Road, South West Reigate (720m length)	Sutton and East Surrey Water	Cost : Approximately £400 per linear metre  Sutton and East Surrey Water	As part of scheme delivery	Need for the project: Reinforcement of existing 4 inch cast iron main. Required to provide adequate pressure and flow to provide for (cumulative) development in South West Reigate at Site Allocations SSW7 and SSW9.
<b>WS5</b>	Reinforcement at Sandcross Lane (375m) and Prices Lane (620m), South West Reigate	Sutton and East Surrey Water	Cost : Approximately £400 per linear metre  Sutton and East Surrey Water	As part of scheme delivery	Need for the project: Replacement of existing 3 inch cast iron main with 125mm polyethylene (PE) Detail depends on location of proposed connection.
<b>Wastewater / sewage connections and treatment</b>					
	None Identified				
<b>Gas and Electricity supply and distribution</b>					
	None Identified				
<b>EDUCATION</b>					

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
<b>Early Years Education</b>					
<b>EYE1</b>	Early years provision by the Local Education Authority or other suitable provider of Early Years Education at Horley North West Sector (Westvale)	SCC/other provider	Cost : £259,524 financial contribution towards local early years provision  Source : Developer	In line with s106 agreement	Need for project: To provide for the early years education needs arising from Horley NW sector (Westvale) development.
<b>Primary Education</b>					
<b>PE1</b>	New 2FE Primary Free School at North West Sector (Westvale) Horley	Surrey County Council seeking Free School Sponsors to run school	Cost :  A serviced site of 1.87ha to be provided at nil cost to Surrey County Council (as Local Education Authority) and 0.66ha of playing pitches  Funding Source : Developers of Horley North West Sector (Westvale)  Education Funding Agency Basic Needs Funding  Free School Sponsor	September 2020	Need for project: To serve the new population at the Horley North West Sector (Westvale) development and the surrounding area  Playing pitches to serve school children during school hours and the wider community outside of school hours
<b>PE2</b>	Hatchlands Primary School New 2FE Free primary school, Redhill in Sept 2018  60 places per year (420 total capacity )	Potentially by Multi Academy Partnership	Cost :  Education Funding Agency Basic Needs Funding	September 2018	Need for project: To serve natural population growth and new residents of planned development in Redhill and Reigate  The former Redhill Magistrate's Court.

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
<b>PE3</b>	New 2FE primary school as part of the Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2/ERM3)	Academy (potentially delivered as a Free School)	<p>Cost : approximately £6m to build</p> <p>Developer to provide free serviced land (equivalent to the cost of its required contribution should it have been provided off-site.</p> <p>Any additional land value to be reimbursed to developer by Surrey County Council as the Local Education Authority).</p> <p>Other Funding Sources : Education Funding Agency Basic Needs Funding SCC</p>	September 2027	<p>Need for project: Likely to be needed to meet the primary education needs arising from planned housing in the school place planning area of Merstham/ Redhill/Reigate.</p> <p>In accordance with the site allocation policy, the need for a new 2FE primary school to serve this primary school planning area will be re-tested before planning is granted. Should there be insufficient need at that time the need for an alternative community use must be tested, and if any is needed serviced land for a community use must be made available.</p>
<b>Secondary Education</b>					
<b>SE1</b>	Oakwood Secondary School, Horley : expansion from 8 Forms of Entry to 10 FE.	SCC/Future Academy provider	<p>Cost : £1,800,000</p> <p>Funding Sources : Education Funding Agency Basic Needs Funding</p> <p>CIL: part of £500,000 to be shared with expanding Warwick School, Redhill; and St Bede's, Redhill.</p>	2FE increase in Sept 2018 and a further 2FE in Sept 2019	<p>Need for project: To expand to a total of 10FE (from current 8FE), i.e. a total increase of 60 children in each school year. Includes provision of a consolidated Special Educational Needs (SEN) base.</p>
<b>SE2</b>	Merstham Park School	GLF Multi-Academy	Cost : approximately	September 2018	Need for project:

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	New 6 FE Free Secondary School (with space to expand to 9FE), Merstham	Trust	£19,500,000  Education Funding Agency Basic Needs Funding : £19,500,000		New school co-educational school (ages 11-16) to serve pupils living in Merstham, Redhill and Reigate.  Further detail : SCC School Organisation Plan December 2016 <a href="https://www.surreycc.gov.uk/schools-and-learning/schools/directory-of-surrey-schools/new-schools-opening-in-surrey">https://www.surreycc.gov.uk/schools-and-learning/schools/directory-of-surrey-schools/new-schools-opening-in-surrey</a>
SE3	Warwick School, Redhill : expansion from 6 Forms of Entry to 7FE	Warwick Academy / Surrey County Council	Cost : £710,000  Funding Sources : Education Funding Agency: Basic Needs Funding  CIL: part of £500,000 to be shared with expanding St Bede's, Redhill; and Oakwood School, Horley.	September 2019	Need for project: Would create an additional 30 school places in each school year group.  To help to accommodate increased need within the Reigate and Redhill Secondary School Planning Area from a rise in birth rate and house building and migration within the area.
SE4	St Bede's Secondary School, Redhill Expansion by 2 Forms of Entry	Surrey County Council	Cost : £6,770,000  Funding Sources : Education Funding Agency: Basic Needs Funding  CIL: part of £500,000 to be shared with expanding St	September 2019	Need for project: Would create an additional 30 school places in each school year group.  To help to accommodate increased need within the Reigate and Redhill Secondary School Planning Area from a rise in birth rate and house building and migration within the

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
			Bede's, Redhill; and Oakwood School, Horley.		area. Expanding from a 9 Form Entry (1,350 places plus Sixth Form) secondary to an 11 Form Entry (1,650 places plus Sixth Form) secondary providing an additional 300 places.
SE5	Expansion of existing secondary schools in Horley.		Cost : £tbc  Funding Sources : Developer funding through S106 planning obligation of £4,090,889	Likely from 2021	Need for project: NW Sector Horley (Westvale) S106 planning obligation financial contribution to be used for the adaptation of existing unsuitable places or temporary places and/or the provision of new additional places at schools reasonably accessible to pupils in Horley.  Payment is due before occupation of 750 dwellings (potentially about 2020).
<b>HEALTH AND COMMUNITY</b>					
<b>Primary Care : Medical Centres / GPs surgeries</b>					
PC1	Provision of additional primary and community health capacity at North West Horley (Westvale) development	A commercial or public / private partnership	Cost : approximately £1.48m  Funding source : Developer	In line with s106 agreement	Need for project: Land reserved by the planning obligation / S106 (ref. 04/02120/OUT) for a serviced site for a new medical centre of 1,000sqm in the Neighbourhood Centre and to offer the serviced site on commercial terms to a commercial partner to deliver it.  Contingency :

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					<p>If no take-up of the site within the Horley NW sector (Westvale), additional patients would be accommodated in existing medical centres.</p> <p>This could potentially be through expansion of Birchwood and / or Wayside Medical Centre, and / or a new facility at Beechcroft Centre clinic site in Horley town centre.</p>
PC2	Tattenham Health Centre additional consulting and training room pre-fabricated building	Tattenham Health Centre GPs Practice and Surrey Downs Clinical Commissioning Group	Cost : £51,700 Funding source : CIL : £51,700	By April 2018	Need for project: To assist with the expansion of the practice from a practice list size of 6,500 patients to 7,000.
PC3	Extension to Greystone House Surgery, Redhill	GP Practice	Cost : £tbc Funding Source : NHS England - South (South East)	tbc	Need for project: Extension to surgery to provide four additional consultation rooms (2FTE GPs), and additional new clinical and ancillary rooms.  Will assist with the expansion of the patient list from approximately 6,000 to 6,500-7,000) to deal with some diversion of patients from the former South Park surgery, Reigate, and to meet future population needs (including from new developments), including an increasing elderly population.

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
<b>PC4</b>	Provision of serviced land on the development site at land at Sandcross Lane, Reigate (Site Allocation SSW2) to accommodate a new primary care health facility close to existing community facilities.	A commercial or public / private partnership	Cost : Building Cost : approximately £5,500,000  Funding Source : Developer to provide the serviced land as CIL payment in kind  NHS England - South (South East); potentially involving a Local Improvement Finance Trust (LIFT) partner	To be agreed	Need for project: To provide for the medical needs of the growing population (due to natural growth and new development) within the south and west of Reigate.
<b>Acute Medical Care</b>					
	None identified				
<b>Community Facilities</b>					
<b>CF1</b>	Redhill Library refurbishment	Surrey County Council	Cost : £350,000 Funding Source : CIL : £308,000 SCC Library Service budgets : £42,000	By April 2019	Need for project: Needed to modernise to increase use and capacity; includes provision of two new meeting room pods.
<b>CF2</b>	Community use (potentially adult social care centre) as part of the Colebrook site, Noke Drive, Redhill (Site Allocation Policy RTC2)	Developer and / or Surrey County Council	Cost: tbc Funding source: Surrey County Council	tbc	Need for project: To secure continued and improved community service provision in Redhill
<b>CF3</b>	Preston Regeneration Programme, Preston Estate,	Reigate & Banstead Borough Council	Cost : £13,032,545 CIL : £322,671 (to part	CIL spending by 2020	Need for project: To avoid delay of key regeneration projects including



Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	Tadworth : Tadworth Leisure and Community Centre, Preston Park, and improvements to local infrastructure and public realm		reimburse RBBC capital forward-funding)	(some projects already delivered)	the Leisure and Community Centre and Preston Park, RBBC agreed to provide £175,671 of forward funding in advance of CIL receipts. A further £147,000 CIL funding will enable completion of outstanding regeneration works.
<b>CF4</b>	Banstead Library redevelopment as part of the Horseshoe site, Banstead (Site Allocation Policy BAN2)	Surrey County Council	Cost : £tbc  Community use re-provision to be part-funded by housing development on part of the wider (BAN2) site	By 2023	Need for project: As part of the Site Allocation Site BAN2 The Horseshoe, to secure continued and improved community service provision in Banstead
<b>Emergency Services</b>					
<b>ES1</b>	“Blue Light Hub”, Banstead	South East Coast Ambulance Service (SECAmb), and Surrey Fire and Rescue	Cost : £4-5,000,000 Funding Source : CIL : £500,000 SECAmb; Surrey County Council	By April 2022	Need for project: Co-location of emergency services improving service standards and efficiency  Risks: Availability of public sector funding
<b>Flood Mitigation</b>					
<b>FM1</b>	Burstow Stream flood alleviation scheme, SE and North Horley	Environment Agency with Surrey County Council as Lead Local Flood Authority (LLFA), with Reigate and	Cost £3,600,000 Funding Source : CIL : £500,000 Defra Grant in Aid EA Local Levy  Potential for Horley	In 2 construction Phases, phase 2 to be completed by April 2021	Need for project: To reducing flood risk from fluvial flooding and surface water flooding, in South East and North Horley.  Project cost and options based on : Findings of the EA’s Middle Mole

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
		Banstead Borough Council (RBBC) Surrey Wildlife Trust, and South East Rivers Trust	Masterplan S106 obligation to contribute to this project		High Level Options report.  Risks: The EA has identified scheme funding in its 6-year programme, but a local contribution of up to £550,000 is required to secure this resource. Burstow Catchment Flood Risk Management Plan
<b>FM2</b>	Measures to address and attenuate surface water flooding (to include a comprehensive system of Sustainable Urban Drainage Systems / SUDs and protection of the network of ditches within the site) as part of the development of Land at Boneshurst Road, Horley (Site Allocation NWH2)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To support the development of Land at Bonehurst Road, Horley (Site Allocation NWH2)
<b>FM3</b>	Measures to address and attenuate surface water flooding as part of the development of Land south of Bletchingly Road, Merstham (Site Allocation ERM4)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To support the development of Land south of Bletchingly Road, Merstham (Site Allocation ERM4)
<b>FM4</b>	Measures to address and attenuate surface water flooding (to include a comprehensive system of Sustainable Urban Drainage Systems / SUDs) as part of	Developer	Cost : £ Developer	As part of scheme delivery	Need for project: To support the development of Oakley Farm, Bletchingly Road, Merstham (Site Allocation ERM5)

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	the development of Oakley Farm, Bletchingley Road, Merstham (Site Allocation ERM5)				
<b>FR5</b>	Incorporate SUDS (flood mitigation ponds) into design of new development at the De Burgh development site, Tadworth (ref: 16/02949/F)	Developer, Surrey County Council, Reigate & Banstead BC	Cost :£tbc	As part of scheme delivery	Need for project: To support scheme delivery  Further information: Planning permission (ref: 16/02949/F)
<b>FR6</b>	A23 resilience project :  To mitigate flooding to the A23 corridor between Redhill town centre and Horley.	Surrey County Council	Cost : £5,000,000  Funding Source : Coast to Capital LEP funding, business case being finalised.  Surrey County Council : £ Developer Contributions :	Start works March 2018	Need for project: Group of schemes to carry out repairs and local improvements to the drainage system on the A23 between Redhill and Horley, to include carriageway resurfacing (approximately 4km).  Further information: R&B Local Committee Report Sept 2017 (Item 9)
<b>FR7</b>	Redhill Flood Alleviation Scheme : Particularly Redhill town centre, Memorial Park, Frenches Road and A23 London Road near Colesmead	The Environment Agency with Surrey County Council	Cost : £1,382,000  Funding Source : Developer contributions CIL : £200,000		Flood risk management and defence mainly from surface water flooding.  Options to resolve issues relating to culvert blockages, surcharging of manhole covers, local topography and ponding.
<b>FM8</b>	A217 Network Resilience Programme, including A217 LEP project : • M25 Junction 8 up to and including Babylon Lane roundabout (vegetation	Surrey County Council	Cost : M25 J8 to Babylon Rd = £1,100,000  Funding Source : Coast to Capital LEP's Local	In progress	Need for project: To improve the reliability and resilience of the A217, including arising from flooding.

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	clearance, siding out, CCTV surveys, repair works, improvements to drainage system and resurfacing)		Growth Fund = contribution of £2,700,000  Surrey County Council Capital Budget = £		
<b>FM9</b>	Reigate Town Centre : to mitigate flood risk (modelled and historic 2013/14 flood event)	Surrey County Council	Cost : £ £45,000 for options appraisal TBC dependent on option identified  Funding Source : Environment Agency's Flood Defence Grant in Aid (FDGiA)	tbc	Need for project: To address flood risk within the town centre
<b>FM10</b>	South Earlswood : to mitigate flood risk (modelled and historic 2013/14 flood event)	Surrey County Council	Cost : £ £45,000 for options appraisal TBC dependent on option identified  Funding Source : Environment Agency's Flood Defence Grant in Aid (FDGiA)	tbc	Need for project: To address flood risk in South Earlswood
<b>FM11</b>	Measures to address and attenuate surface water flooding as part of the Horseshoe site, Banstead (Site Allocation Policy BAN2)	Developer	Cost : £  Developer	As part of scheme delivery	Need for project: To address impact of new development at the Horseshoe site, Banstead (Site Allocation Policy BAN2)
<b>FM12</b>	Measures to address and attenuate surface water flooding (to include a	Developer	Cost : £  Developer	As part of scheme delivery	Need for project: To address impact of new development at Sandcross Lane,

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	comprehensive system of Sustainable Urban Drainage Systems / SUDs) as part of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2).				Reigate (Site Allocation Policy SSW2).
<b>FM13</b>	Measures to mitigate likely increase in surface water runoff (to include a comprehensive system of Sustainable Urban Drainage Systems / SUDs, and improvements to the main river corridor and network of ditches within the site) as part of the development of land at Dovers Farm, Woodhatch, Reigate.	Developer	Cost : £  Developer	As part of scheme delivery	Need for project: To address impact of new development at of land at Dovers Farm, Woodhatch, Reigate (SSW9)
<b>Green Infrastructure</b>					
<b>GI1</b>	Provision of approximately 30ha of new open space as a Riverside Green Chain as part of Horley North West Sector (Westvale) development	Delivered by developers. Ownership of the land to be transferred to Reigate & Banstead BC who will maintain it	Cost : £  Developers (Crest Nicholson, Charles Church, A2 Dominion, Taylor Wimpey) through S106 planning obligation :  On-going maintenance Reigate & Banstead BC	From 2018 based on S106 planning obligation triggers	Need for project: Green infrastructure as part of development. In accordance with the Horley Master Plan.
<b>GI2</b>	Provision of two new allotment sites as part of the	Delivered by developers.	Cost : £	From 2020	Need for project: Green infrastructure as part of

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	development of the Horley North West Sector (Westvale).	Ownership of the allotments to be transferred to Horley Town Council who will maintain them.	Developers through S106 planning obligation : Crest Nicholson Charles Church A2 Dominion Taylor Wimpey  On-going maintenance Horley Town Council		development. In accordance with the Horley Master Plan.
GI3	Undertake feasibility Studies, agree delivery, secure land and provide new outdoor sports facilities, and provide new public outdoor sports facilities as part of the development of the North West Horley Sector.	Reigate and Banstead BC	Cost £tbc  Developers through S106 planning obligation  On-going maintenance Reigate & Banstead BC	Feasibility by end 2018  Provide from 2020	Need for project: Green infrastructure as part of development. In accordance with the Horley Master Plan.
GI4	Provision of twelve new Local Areas of Play (LAPs) and five Local Equipped Area for Play (LEAPS) within the Horley North West Sector (Westvale).	Delivered by developers. Ownership of the land to be transferred to Reigate & Banstead BC who will maintain them	Cost : £  Developers (Crest Nicholson; Charles Church; A2 Dominion; Taylor Wimpey) through S106 planning obligation  On-going maintenance Reigate & Banstead BC	From 2018 based on S106 planning obligation triggers	Need for project: To address recreational needs arising from the development.
GI5	On-site new natural / semi-natural green space as part of the development of Land at Meath Green, Lane, Horley (Site Allocation NWH1).	Developer	Cost: £tbc Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development.

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	<p>Open space should include the flood-prone land, which should be linked up to the wider countryside, including the Riverside Green Chain, and to enable improvements to the Burstow Stream river corridor.</p> <p>The open spaces should reflect the River Mole Biodiversity Opportunity Area.</p>				
<b>GI6</b>	On-site new play facilities as part of the development of Land at Meath Green Lane, Horley (Site Allocation NWH1).	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To provide play opportunities for children living in new housing development at Land at Meath Green Lane, Horley (Site Allocation NWH1).
<b>GI7</b>	On-site new allotments as part of the development of Land at Meath Green Lane, Horley (Site Allocation NWH1).	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development at Land at Meath Green Lane, Horley (Site Allocation NWH1) and maintain biodiversity in the area.
<b>GI8</b>	<p>On-site new natural / semi-natural green space as part of the development of land at Boneshurst Road, Horley (Site Allocation NWH2)</p> <p>Open space should include</p>	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development land at Boneshurst Road, Horley (Site Allocation NWH2) and maintain biodiversity in the area.

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	flood-prone land, which should be linked up to the wider countryside, including the Riverside Green Chain, enhancing the river corridor.				
<b>GI9</b>	On-site new public open space, including along the river corridor as a continuation of the Riverside Green Chain, as part of the development of land off The Close and Haroldslea Drive, Horley (Site Allocation SEH4)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development land off The Close and Haroldslea Drive, Horley (Site Allocation SEH4) and maintain biodiversity in the area.
<b>GI10</b>	Public realm improvements including planting along Portland Drive, Merstham	Reigate & Banstead BC Raven Housing Trust Developer	Cost :£ tbc Developer	By end of 2020	Need for project: To create green space links
<b>GI11</b>	Provide new publically-accessible local playspace at the De Burgh development site, Tadworth (ref: 16/02949/F)	Developer (London Square Development Ltd)	Cost :£tbc Developer	By 2022	Need for project: To provide play opportunities for children living in new housing development
<b>GI12</b>	Provision of green roof garden at Marketfield Way development, Redhill town centre	Reigate & Banstead BC Developer	Cost :£tbc Developer		Need for development: To integrate green infrastructure into new development to provide amenity space and biodiversity opportunities
<b>GI13</b>	Earlswood Common footpath restoration	Reigate and Banstead BC	Cost : £100K Funding Source : CIL : £49,900, and RBBC capital budget :	By April 2018	Need for development: To encourage use of strategic public open spaces



Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
			£10,000		
<b>GI14</b>	<p>On-site new public open green space as part of the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1).</p> <p>Including green space links to the Holmesdale Biodiversity Opportunity Area and the Greensands Ridge adjacent to the site</p>	Developer	<p>Cost : £tbc</p> <p>Developer</p>		<p>Need for development: To address recreational needs arising from the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1) and to achieve and biodiversity enhancements for the area.</p>
<b>GI15</b>	On-site new play facilities as part of the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)	Developer	<p>Cost : £tbc</p> <p>Developer</p>	As part of scheme delivery	<p>Need for development: To provide play opportunities for children living in new housing development at land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)</p>
<b>GI16</b>	<p>On-site new natural / semi-natural amenity green space as part of the development of Land west of Copyhold Works and Former Copyhold Works (Site Allocation Policy ERM2 / ERM3).</p> <p>The spaces to link to the wider countryside, reflecting the Holmesdale Biodiversity Opportunity Area, Holmethorpe Site of Nature</p>	Developer	<p>Cost : £tbc</p> <p>Developer</p>	As part of scheme delivery	<p>Need for development: To address recreational needs arising from the development of Land west of Copyhold Works and Former Copyhold Works (Site Allocation Policy ERM2 / ERM3) and to achieve and biodiversity enhancements for the area.</p>

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	<p>Conservation Importance, and Greensands Ridge.</p> <p>The green spaces to form a buffer zone between the housing development on the site and the adjacent Patterson Court (partially restored) landfill site to the north east, including improvements to Redhill Brook corridor</p>				
<b>GI17</b>	On-site play facilities as part of the development of Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2 / ERM3)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To provide play opportunities for children living in new housing development at Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2 / ERM3)
<b>GI18</b>	On-site new allotments as part of the development of Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2 / ERM3)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address needs arising from the development at Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2 / ERM3).
<b>GI19</b>	On-site new natural / semi-natural green space as part of the development of land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4).	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4), and maintain biodiversity in the area.

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	The spaces to link to the wider countryside, with an appropriate relationship with the adjoining nature reserve and reflecting the Holmesdale Biodiversity Opportunity Area				
<b>GI20</b>	On-site new public play facilities as part of the development of land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4).
<b>GI21</b>	On-site new public informal green space as part of the development of land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To achieve and biodiversity enhancements for the area.
<b>GI22</b>	On-site new public open space including play facilities as part of the development of Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5).
<b>GI23</b>	On-site new allotments as part of the development of Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address needs arising from the development at Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5).
<b>GI24</b>	On-site new high-quality public natural / semi-natural green space in the western part of the development of land at	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Sandcross Lane, Reigate (Site

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	<p>Sandcross Lane, Reigate (Site Allocation Policy SSW2).</p> <p>The open space to provide an appropriate link with, and buffer to the adjacent countryside, reflecting the Earlswood to Redhill common biodiversity opportunity area</p>				Allocation Policy SSW2), and achieve and biodiversity enhancements for the area.
<b>GI25</b>	On-site new public play facilities as part of the development of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Sandcross Lane, Reigate (Site Allocation Policy SSW2).
<b>GI26</b>	On-site new allotments as part of the development of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address at Sandcross Lane, Reigate (Site Allocation Policy SSW2)needs arising from the development at Sandcross Lane, Reigate (Site Allocation Policy SSW2).
<b>GI27</b>	<p>On-site new natural / semi-natural green space as part of the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)</p> <p>The spaces to link to the wider countryside, reflecting the Earlswood to Redhill common</p>	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9), provide a good quality urban edge and achieve and biodiversity enhancements for the area.

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
	biodiversity opportunity area and River Mole Biodiversity Opportunity Area				
<b>GI28</b>	On-site new public open space to include play space, as part of the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9).
<b>GI29</b>	On-site new allotments as part of the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address needs arising from the development at Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9).
<b>GI30</b>	New or upgraded public open space and enhancements to green infrastructure to complement and strengthen the existing 'green corridor' along Bolters Lane, as part of the development of the Horseshoe site, Banstead (Site Allocation Policy BAN2)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from new development.
<b>GI31</b>	Minimum of 5ha of open space including parkland and outdoor sports pitches and facilities at Horley strategic employment site	Developer On-going maintenance will be by either developer, a Community Land Trust or similar, or following transfer to the Council	Cost : £tbc Developer	In line with masterplan/phasing plan (to be developed)	Need for development: To address recreational needs arising from the development and provide recreational facilities to meet wider needs.









Urban Extensions											70	69	
<b>TOTAL Area 3 (Low Weald)</b>													
Windfalls						25	75	75	75	75	75	75	75
<b>GRAND TOTAL DELIVERY: POSITION AT 31 MARCH 2017</b>	<b>475</b>	<b>434</b>	<b>434</b>	<b>558</b>	<b>517</b>	<b>384.3</b>	<b>741.3</b>	<b>705.4</b>	<b>478</b>	<b>321</b>	<b>502</b>	<b>582</b>	<b>487</b>

DRAFT

DRAFT